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Flying Operations

E-8 AIRCREW TRAINING

## COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements guidance in AFPD 11-2, *Aircraft Rules and Procedures*; AFPD 11-4, *Aviation Service*; and AFI 11-202V1, *Aircrew Training*. It establishes the minimum standards for training and qualifying personnel performing duties in the E-8. It applies to all E-8 units. This instruction is not applicable to the Air National Guard or Air Force Reserve Command. MAJCOMs/DRUs/FOAs are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/XOOT, through HQ ACC/DOYA, for approval prior to publication IAW AFPD 11-2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/XOOT, HQ ACC/DOYA, and the user MAJCOM/DRU/FOA and NGB offices of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this volume to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. **NOTE:** The terms Direct Reporting Unit (DRU) and Field Operating Agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360V1, *Publications Management Program*. See paragraph 1.3. of this volume for guidance on submitting comments and suggesting improvements to this publication.

## SUMMARY OF REVISIONS

*Major changes to this publication include SQ/CC authority to direct the training to be accomplished by aircrew members that regress to N-CMR/N-BMC status (1.4.4.4.), new definitions outlining mission crew experience levels (1.4.4.8.6. through 1.4.4.8.17.), alignment of the aircrew training cycle from 1 Oct through 30 Sept (1.5.5.), maintenance responsibilities for aircrew training records and reports (1.8.), alignment of UQ aircrew requiring QT with AFI 11-202, Vol 1 (2.1.), guidance for additional training (2.2.1. and 2.2.2.), changes in prorated training requirements (4.7.1. through 4.7.1.7.), changes in continuation ground training requirements (Table 4.2., Table 4.3., Table 4.4.), added mission essential ground and all other ground training definitions (4.10.6.1.1. through 4.10.8.2.), changes to flying continuation requirements (4.12.1. through 4.12.6.), changes to BAQ/BMC/CMR training*

*requirements (4.14.), added new definitions and criteria for SD, SMO and AWO training events (4.17.2.3.1. through 4.17.2.6.9), procedures outlining how aircrew regain CMR/BMC status (4.21.), and pilot upgrade changes (5.6.).*

This instruction requires the collection or maintenance of information protected by the Privacy Act of 1974. The authority to collect and maintain the records prescribed in this instruction are Title 37 USC 301a, Incentive Pay; Public Law 92-204 (Appropriations Act for 1973), Section 715; Public Law 93-570 (Appropriations Act for 1974); Public Law 93-294 (Aviation Career Incentive Act of 1974); DOD Directive 7730.57, Aviation Career Incentive Act and Required Annual Report; Air Force Instruction 11-401, *Flight Management*; Air Force Instruction 11-202, *Aircrew Training*; and E.O. 9397. System of records notice F011 AF XO A, Air Force Operations Resource Management System (AFORMS) applies. The reporting requirements in this instruction are exempt from licensing in accordance with paragraph 2.11.10 of AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Intra-agency Air Force Information Collections*.

This instruction contains references to the following field (subordinate level) publications and forms which, until converted to departmental level publications and forms, may be obtained from the respective MAJCOM publications office:

Forms: ACC Form 206

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## Chapter 1

### E-8 AIRCREW TRAINING PROGRAM

#### 1.1. Abbreviations, Acronyms, and Terms. See [Attachment 1](#).

#### 1.2. Responsibilities:

1.2.1. HQ ACC/DO is designated as the responsible agency for this instruction IAW AFPD 11-2, *Aircraft Rules and Procedures*. The HQ ACC/DO will:

1.2.1.1. Host periodic conferences to review ground and flying training requirements/programs for CAF units. Conference participants will include OPR and applicable representatives from MAJCOMs.

1.2.1.2. Process all change requests.

1.2.2. All applicable major commands (MAJCOMs) will:

1.2.2.1. Determine training requirements to meet expected wartime tasking and contingency operations.

1.2.2.2. Serve as OPR for all E-8 Course Training Documents (CTDs) prescribing the overall training strategy.

1.2.2.3. Review subordinate unit supplemental instructions and supplemental training programs annually.

1.2.3. Wings/groups will:

1.2.3.1. Develop training programs for USAF E-8 units to ensure that all aircrew members are prepared to perform E-8 roles and missions.

1.2.3.2. Provide training programs and materials to USAF E-8 units.

1.2.3.3. Provide E-8 training materials for review and distribution to HQ ACC/DO.

1.2.3.4. Serve as the OPR for all E-8 Course Training Documents (CTDs).

1.2.3.5. Assist subordinate units in the management of training programs, ensure programs meet unit needs and provide necessary training staff support.

1.2.3.6. Identify training shortfalls and recommend corrective actions to HQ ACC/DOYA. See [Attachment 4](#) of this volume for Training Shortfall Report.

1.2.3.7. Will conduct periodic reviews of each subordinate squadron's RAP training and will evaluate their respective groups overall RAP training to ensure training is well balanced and equitably allocated.

1.2.3.8. Serve as the OPRs for their respective Threat Knowledge and Counter Measures (TKCM)/Aircrew Intelligence Training (AIT) programs.

1.2.3.9. Attach each wing/group API-6 flyer to a flying squadron. Designate the training level to which each API-6 flyer will train. Upon request, provide HQ ACC/DOYA with a list of Basic Mis-

sion Capable (BMC) and Combat Mission Ready (CMR) designated manning positions NLT the beginning of each training cycle. Review programs and manning position designations annually.

1.2.3.10. If applicable, forward supplements of this instruction and other supporting documents to the MAJCOM for review. Review supplements annually.

1.2.4. SQ/CCs will:

1.2.4.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned/attached aircrew members.

1.2.4.2. Ensure review of training and evaluation records of newly assigned aircrew members and those completing formal training, to determine the training required for them to achieve BMC or CMR and to ensure provisions of this instruction have been met.

1.2.4.3. Ensure training scenarios and Ready Aircrew Program (RAP) missions are oriented to developing basic combat skills, or practicing tactical employment simulating conditions anticipated in the unit mission. Provide guidance to ensure only effective RAP missions are logged as RAP sorties.

1.2.4.4. Review qualifications and training requirements of Flight Surgeons (FS) and determine appropriate flight restrictions.

1.2.4.5. Determine missions/events in which individual BMC aircrew will maintain qualification versus familiarization.

1.2.4.6. Determine utilization of BMC aircrew.

1.2.4.7. Determine how many and which BMC and CMR aircrew will carry special capabilities/qualifications.

1.2.4.8. Identify the levels of supervision required to accomplish the required training, unless specifically directed.

1.2.4.9. Assist the wing/group in developing the unit training programs.

1.2.5. Flight CCs will:

1.2.5.1. Monitor individual assigned/attached aircrew currencies and requirements.

1.2.5.2. Ensure aircrew members participate only in sorties, events and tasks for which they are adequately prepared, trained and current.

1.2.6. Individual aircrew members will:

1.2.6.1. Hand carry all available training records to assist the gaining unit in assessing qualifications and training requirements.

1.2.6.2. Be responsible for completion of training requirements and currencies within the guidelines of this instruction.

1.2.6.3. Ensure they participate only in ground and flying activities for which they are qualified and current, unless under the direct supervision of an instructor or has acquired the appropriate waiver authorization, (See paragraph [1.12. Waiver Authority](#)).

### 1.3. Submitting Comments and Suggesting Improvements:

1.3.1. Recommendations for improvements to this volume will be submitted on AF Form 847, **Recommendation for Change of Publication**, to the parent MAJCOM. MAJCOM-approved recommendations will be forwarded to HQ ACC/DOYA.

1.3.2. HQ ACC/DOYA will process recommendations for change through channels to HQ USAF/XOOT. HQ USAF/XO approves all changes to this volume.

**1.4. Training.** Normally, flight crew/mission crew training is designed to progress the crewmember from Initial Qualification Training (IQT) (or Transition/Re-Qualification Training (TX), to Mission Qualification Training (E-8 QT) and finally to Continuation Training (CT) with training scenarios based on employment plans, location, current intelligence, and threat capabilities. Because of the unique, worldwide mission employment characteristics of the E-8, the normal progression for training in the E-8 differs. The standard progression of training for all E-8 crew positions includes portions of IQT conducted simultaneously with MQT. Thus, subdividing the training phases into distinct IQT and MQT phases is not relevant. Further, flight crew and mission crew training accomplished for entry level into the E-8 is a combined IQT/MQT syllabus. For ease of discussion, the entry-level training into the E-8 is termed E-8 Qualification Training (E-8 QT) inclusive of IQT and MQT requirements. E-8 QT includes a balanced mixture of flight, simulator, and academic training, to prepare the flight crew and mission crew for E-8 qualification. This is consistent with the provisions of chapters two and three in AFI 11-202V1 which combines IQT and MQT into a seamless entry level training syllabus. **NOTE:** Training requirements for flight crew and mission crew enrolled in E-8 QT and Upgrade/Specialized training are IAW with the appropriate syllabus or course training document. Continuation training is IAW guidelines established in **Chapter 4** of this volume.

1.4.1. The IQT portion of QT provides training necessary to qualify aircrew members in a specific crew position without regard to the unit's mission. Upon completion of E-8 QT, the crewmember attains status of a qualified aircrew member. Completion of a flight evaluation, including E-8 mission employment, is required to attain qualification to perform basic aircrew duties in the E-8 with the following exceptions. Aircraft commanders, on a final E-8 QT assessment flight, and copilots enrolled in E-8 QT may fly with a combat mission ready aircraft commander. Upon completion of E-8 QT, the crewmember attains Basic Aircraft Qualified status. Except for general officers above the wing level, BAQ is not a long-term qualification status. BAQ aircrew members have completed a flight evaluation and are qualified to perform basic aircrew duties in the E-8. Squadron CC/DOs will carefully choose those missions on which BAQ aircrew members may fly unsupervised. BAQ aircrew members will only fly, without an instructor/evaluator, local training sorties performing those duties for which they have been trained and qualified. BAQ aircrew will not participate, without an instructor, in composite force exercises, or other advanced scenarios. BAQ crewmembers will not participate in operational/contingency missions without theater commander approval.

1.4.2. The MQT portion of QT provides the training necessary to qualify or re-qualify a crewmember in a specific crew position to perform the mission assigned to a specific E-8 unit. E-8 aircrew have no qualification status until they have completed E-8 QT. Completion of E-8 QT is a prerequisite for BMC and CMR.

1.4.3. Continuation Training (CT) allows aircrew members to maintain CMR/BMC status while continually increasing proficiency. CT consists of specific mission-related training required to accomplish the unit's assigned missions. There are two aspects of CT. The first consists of aircrew training. This includes the basic flying skills contained in **Table 4.8.** and **Table 4.9.** These skills (non-RAP



requirements) ensure safe day-to-day operation of the aircraft. The second consists of specific mission-related training required to accomplish the unit's assigned missions.

1.4.4. Ready Aircrew Program (RAP) is the CT program designed to focus training on capabilities needed to accomplish a unit's basic tasked missions. Following completion of E-8 QT, an aircrew member will have received training in all the basic missions of a specific unit, unless excepted in [Chapter 2](#). The crewmember will then be assigned to either a Basic Mission Capable (BMC) position or a Combat Mission Ready (CMR) position by gaining squadron commander.

**1.4.4.1. BMC.** BMC positions are filled by aircrew who have a primary job performing HQ, NAF, and wing supervision or staff functions that directly support the flying operation. However, these aircrew are required to provide additional sortie generation capability, either in lieu of or in addition to, the personnel assigned to the flying squadrons. BMC aircrew will maintain familiarization with all unit core missions. They may also maintain proficiency and qualification in some of the unit core missions. For those missions in which they maintain familiarization only, BMC aircrew must be able to attain proficiency and qualification in 30 days or less. BMC aircrew will accomplish all mission-related ground training designated by their attached SQ/CC. BMC aircrew may deploy and may participate in any mission for which they are proficient and qualified, without additional training, as determined by the SQ/CC. Failure to complete BMC required training results in regression to Non-BMC (N-BMC) status.

**1.4.4.2. CMR.** All API-1/2 positions, line flying officers, and enlisted aircrew members, flying SQ/CC and SQ/DO positions are designated CMR positions. OG/CCs may designate other API-6 positions not assigned to the flying squadron as CMR. (**EXCEPTION:** If a unit is over-manned, the SQ/CC may elect to train the front line of their Unit Manning Document (UMD) to CMR and designate the overage BMC. In this case, approximately 50% of the aircrew selected for CMR must be inexperienced.) CMR aircrew will maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR aircrew maintain currencies which affect CMR status, accomplish all core designated flight training (sorties and events), and all mission ground training. Failure to complete this training or maintain these currencies results in regression to Non-CMR (N-CMR) status.

**1.4.4.3. CMR for NAF and MAJCOM Level Staff.** NAF and MAJCOM level staff positions directly support the overall E-8 flying operation mission. Any non-rated aircrew member (officer or enlisted) on active flying status while serving on staff, must maintain combat mission ready (CMR) status in their primary aircraft. CMR for staff members is defined as the training, proficiency and qualification necessary in the emergency procedures related to the safe operation of the aircraft. The level of additional qualification required will be determined by the individual's staff or division chief and the OG/CC as they determine the training level necessary to carry out the staff member's primary flying duty on board the aircraft, e.g., Stan/Eval, IG, etc. (**EXCEPTION:** Personnel permanently assigned to Detachment 7 of the ACC Training Support Squadron collocated with the operational unit may maintain BMC status if approved by the attached unit's commander.)

**1.4.4.4. N-CMR/N-BMC.** Aircrew members that regress to N-CMR/N-BMC status will accomplish directed training by the SQ/CC to regain CMR/BMC status.

**1.4.4.5. Unqualified (UQ).** Unqualified aircrew members require additional training and may require a flight evaluation before progressing to a higher qualification level. They are not autho-

rized to perform any flight duties unless under instructor/evaluator supervision. UQ aircrew members fall under one or more of the following categories:

- 1.4.4.5.1. Enrolled in E-8 Qualification Training (E-8 QT).
- 1.4.4.5.2. Downgraded for being non-current more than 60 days IAW [Table 4.25](#), or [Table 4.26](#).
- 1.4.4.5.3. Downgraded for a demonstrated lack of ability.
- 1.4.4.5.4. Downgraded for failure to meet standards during a flight evaluation.

**1.4.4.6. Assigning Inexperience/Experience Levels.** Base new training cycle requirements on the aircrew member's current inexperienced or experienced status and the SQ/CC certification of RAP level. When an inexperienced aircrew member becomes experienced, do not prorate any new training requirements. Instead, requirements accomplished as inexperienced, will be credited to experienced requirements.

- 1.4.4.6.1. "Inexperienced" identifies aircrew with the least amount of experience in their current crew position who require the most training to increase their proficiency and to stay BMC or CMR.
- 1.4.4.6.2. "Experienced" identifies aircrew with more experience in their current crew position and has demonstrated increased proficiency consistent with this instruction. "Experienced" aircrew should require less training to increase/maintain proficiency and to stay BMC or CMR.

**1.4.4.7. Experience Level Progression.** Aircrew are classified as "Inexperienced" when they are initially certified by their SQ/CC as BMC/CMR in their current crew position. SQ/CC may reclassify aircrew as "Experienced" when they meet the minimum progression criteria and demonstrate the ability to maintain sufficient proficiency with reduced CT requirements.

- 1.4.4.7.1. Squadron DOT will document the reclassification to "Experienced" in the individual's training records and forward to the Chief of Wing Training, or equivalent, for management of the wing's aircrew.
- 1.4.4.7.2. Squadron DOT will document the CMR/BMC and experience level breakout for all individuals assigned/attached to the unit and forward to the Chief of Wing Training, or equivalent, for management of the wing's aircrews.

**1.4.4.8. Minimum Progression Criteria for "Experienced" Classification:**

- 1.4.4.8.1. Aircraft Commanders (AC) that have been qualified as an AC in the E-8 for a minimum of 1 year and have either 3000 hours total rated flying time with 200 hours E-8 time, 2000 hours total rated flying time with 300 hours E-8 time, or 1500 hours total rated flying time with 500 hours E-8 time.
- 1.4.4.8.2. First Pilots (FP) are considered inexperienced.
- 1.4.4.8.3. Copilots (CP) are considered inexperienced.
- 1.4.4.8.4. Navigators/Defense System Officers (NAV/DSO) have been qualified in the E-8 for a minimum of 1 year and have either 2000 hours total rated flying time with 200 hours E-8 time, 1000 hours total rated flying time with 300 hours E-8 time, or 600 hours E-8 time.

1.4.4.8.5. Flight Engineers (FE) have been qualified in the E-8 for a minimum of 1 year and have either 2000 hours total flying time with 200 hours E-8 time, 1000 hours total flying time with 300 hours E-8 time, or 600 hours E-8 time.

1.4.4.8.6. Mission Crew Commanders (MCC) have 300 E-8 flying hours as a qualified MCC and have been qualified as an E-8 MCC for a minimum of 1 year.

1.4.4.8.7. Deputy Mission Crew Commanders (DMCC) have 300 E-8 flying hours as a qualified DMCC and have been qualified as an E-8 DMCC for a minimum of 1 year.

1.4.4.8.8. Senior Directors (SD) have 300 E-8 flying hours as a qualified SD and have been qualified as an E-8 SD for a minimum of 1 year.

1.4.4.8.9. Sensor Management Officers (SMO) have 300 E-8 flying hours as a qualified SMO and have been qualified as an E-8 SMO for a minimum of 1 year.

1.4.4.8.10. Airborne Weapons Officers (AWO) have 300 E-8 flying hours as a qualified AWO and have been qualified as an E-8 AWO for a minimum of 1 year.

1.4.4.8.11. Senior Director Technicians (SDT) have 300 E-8 flying hours as a qualified SDT and have been qualified as an E-8 SDT for a minimum of 1 year.

1.4.4.8.12. Airborne Target Surveillance Supervisors (ATSS) have 300 E-8 flying hours as a qualified ATSS and have been qualified as an E-8 ATSS for a minimum of 1 year.

1.4.4.8.13. Air Operations Technicians (AOT) have 300 E-8 flying hours as a qualified AOT and have been qualified as an E-8 AOT for a minimum of 1 year.

1.4.4.8.14. Airborne Mission Systems Specialists (AMSS) have 300 E-8 flying hours as a qualified AMSS and have been qualified as an E-8 AMSS for a minimum of 1 year.

1.4.4.8.15. Airborne Communications System Technicians (CST) have 300 E-8 flying hours as a qualified CST and have been qualified as an E-8 CST for a minimum of 1 year.

1.4.4.8.16. Airborne Intelligence Officers (AIO) have 300 E-8 flying hours as a qualified AIO and have been qualified as an AIO for a minimum of 1 year.

1.4.4.8.17. Airborne Intelligence Technicians (AIT) have 300 E-8 flying hours as a qualified AIT and have been qualified as an AIT for a minimum of 1 year.

**1.4.5. Specialized Training.** Specialized training includes training in special skills necessary to execute the unit's assigned missions not required by every aircrew member. Specialized training consists of upgrade training (UGT) such as AC, MCC, SD, SDT, SMO, and Instructor. Specialized training is normally accomplished after an aircrew member is assigned BMC/CMR status. Unless otherwise specified, aircrew member in BMC or CMR positions may hold special capabilities/qualifications as long as any additional training requirements are accomplished.

**1.4.6. Special Capabilities and Qualifications (SCQ).** Special capabilities and qualifications are not separate qualification levels. Under the RAP, units are required to maintain aircrews trained to special capabilities or qualifications to meet all DOC and training requirements. The nature of the capability or qualification either precludes or does not require training the entire unit. Sortie requirements specified for a special capability are over and above the individual qualification sortie requirement unless otherwise noted. CMR and BMC aircrew members may carry special qualifications. Additional sorties, associated events, and qualifications must be accomplished for a designated spe-

cial capability. CT may be required to maintain proficiency and qualification in unit tasked special capabilities and missions (e.g. qualification in Personal Computer-Improved Data Modem (PC-IDM), Joint Services Work Station (JSWS), JSTARS Liason Officer (LNO), etc). Squadron DOTs are responsible for establishing a training program for unit-specific SCQ and monitoring all the SCQs qualifications held in the squadron.

### 1.5. Training Concepts and Policies:

1.5.1. Training programs will be designed to achieve the highest degree of combat readiness consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, aircrew capabilities, and safety. This instruction provides training guidelines and policies to be used with operational procedures specified in applicable flying/operations publications.

1.5.2. ACC Training Support Squadron will develop and validate training programs when tasked.

1.5.3. Training missions will be designed to achieve combat capability in squadron tasked roles, maintain proficiency, and enhance mission accomplishment and safety. RAP training mission should emphasize either basic combat skills or scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and opposition capabilities. Use procedures and actions applicable to combat scenarios (e.g., appropriate use of code words, authentication procedures, combat tactics, safe recovery procedures, tactical deception, in-flight reports, threat reactions, intelligence briefing and debriefing).

#### 1.5.4. In-flight Supervision:

1.5.4.1. The following personnel must be under the direct supervision of an instructor when performing aircrew duties.

1.5.4.1.1. Unqualified aircrew members.

1.5.4.1.2. Non-current aircrew members while performing those event(s) for which they are non-current. Pilots require instructor supervision when non-current for any currency event. **EXCEPTION:** Pilots non-current in air refueling or touch-and-go's, may fly without instructor supervision as long as these events are not scheduled to be accomplished.

1.5.4.1.3. All aircrew members in initial, upgrade, or requalification flying training. Qualified crewmembers may continue to fly unsupervised in their current crew position.

1.5.4.1.4. Any senior officer who has not completed initial qualification training requirements as prescribed in [Chapter 2](#) of this volume to include an appropriate flight evaluation. NOTE: This paragraph does not preclude wing or group commanders from requiring other staff personnel to fly with an instructor.

1.5.5. The aircrew training cycle is 12 months; 1 October through 30 September. Units will complete training requirements during the appropriate training cycle except where specifically excepted.

### 1.6. Ready Aircrew Program (RAP) Policy and Management:

1.6.1. Each RAP qualification level is defined by a total number of RAP sorties, broken down into mission types, plus specific qualifications and associated events as determined by the MAJCOM and unit commanders.

1.6.2. The total number of RAP sorties for a qualification level is the primary factor for maintaining an individual's qualification level. The breakout of sortie/mission types is provided as a guide to be followed as closely as possible or with minor variations. Variations may be used as a basis for regression by the SQ/CC. Qualification in a mission is determined by the SQ/CC considering the MAJCOM guidance and the individual's capabilities.

1.6.3. An effective RAP training sortie requires accomplishing a tactical mission profile or a building block type sortie. Each profile or sortie requires successful completion of a significant portion of events applicable to that sortie type.

1.6.4. The SQ/CC's first priority should be to train all designated aircrew to CMR.

1.6.5. Progression from BMC to CMR requires:

1.6.5.1. A 1-month lookback at the higher sortie rate.

1.6.5.2. Qualification in all missions and specialized mission training required by the CMR level.

1.6.5.3. Confirmation that the progressed aircrew member can complete the prorated number of sortie/event requirements, remaining to maintain CMR, by the end of the training cycle.

1.6.5.4. Completion of mission-related ground training and verification of that training.

1.6.5.5. Squadron CC certification.

1.6.6. SQ/CCs will determine and assign aircrew members that will train for and maintain special capabilities or qualifications. Specialized training is normally accomplished in addition to baseline CMR/BMC sortie/event requirements.

1.6.7. BMC and CMR aircrew members will fly the required monthly sortie rate. If unable, refer to Regression, paragraph 4.19.

1.6.8. End-of-Cycle training requirements are based on the aircrew member's experience level on the last day of the current training cycle.

## 1.7. Training Sortie Program Development:

1.7.1. RAP sortie and event requirements apply to CMR and BMC aircrew, as well as, those carrying special capabilities or qualifications IAW guidance in Chapter 4 of this volume. The standard sortie requirements establish the minimum number of sorties per training cycle for each of the following levels of training:

**1.7.1.1. BMC.** The minimum training required for aircrew to be familiarized in all, and may be qualified and proficient in some, of the primary missions tasked to their assigned unit and weapons system.

**1.7.1.2. CMR.** The minimum training required for aircrew to be qualified and proficient in all of the primary missions tasked to their assigned unit and weapons system.

1.7.2. Non-RAP requirements are in addition to RAP requirements. These sorties ensure basic aircrew skills are maintained.

1.7.3. Collateral or cost-of-business sortie requirements must be considered when developing unit flying hour programs. These sorties are not directly related to combat employment training but are necessary in day to day unit operations. These include but are not limited to ferry flights, incentive

flights, deployments, and air shows. For the annual training cycle, the MAJCOM allocates a block of sorties to the unit for these purposes.

1.7.4. Unit flying hour programs are allocated a number of attrition sorties that compensate for non-effective training sorties. Non-effective sorties are logged when a training sortie, RAP or non-RAP, is planned, but a major portion of valid training for that type of mission is not accomplished due to poor weather, air aborts, etc. In order to accurately allocate the number of attrition sorties, it is essential that non-effective sorties are logged appropriately.

**1.8. Training Records and Reports.** Units will maintain aircrew records for individual training and evaluations IAW AFI 11-202V2; AFMAN 37-139, *Records Disposition Schedule*; appropriate MAJCOM directives, and appropriate wing directives.

1.8.1. Units will document and maintain aircrew certification/upgrade training in individual training folders IAW AFMAN 37-139, Table 36.44 and using the appropriate unit directed forms.

1.8.2. Units will prepare and forward training reports IAW MAJCOM directives.

1.8.3. Units using AFORMS will maintain flying and ground training records IAW ACCI 11-464, *Training Records and Performance Evaluation in Formal Flying Training Programs*; and AFI 11-401 as supplemented. When documenting aircrew training in AFORMS, use AF Form 1520, **AFORMS Mission/Multi-Crewmember Scheduled Event Input**; AF Form 1521, **AFORMS Individual Scheduled Event Input**; AF Form 1522, **AFORMS Additional Training Accomplishment Input**; and AF Form 3526, **AFORMS OMR Event Accomplishment Report**. If additional forms are needed, see AFI 37-160V8, *The Air Force Publications and Forms Management Program--Developing and Processing Forms*, for guidance.

1.8.4. Track the following information for all aircrew (as applicable):

1.8.4.1. Ground training.

1.8.4.2. Requirements and accomplishment of individual sorties, RAP sorties, sortie types, and events cumulatively for the training cycle.

1.8.4.3. RAP sortie requirements and accomplishment using 1-month and 3-month running totals for look-back.

1.8.4.4. Currencies.

**1.9. Lesson Plans.** Training programs and materials are developed using the Instructional System Development (ISD) process IAW AFI 36-2201, AFM 36-2234, AFMAN 36-2234 *Instructional System Development*, AFH 36-2235V1 *Information For Designers Of Instructional Systems ISD Automated Tools/What Works*, Vol. 2 *Information for Designers of Instructional Systems*, and Vol. 3 *Information For Designers Of Instructional Systems Application To Acquisition*.

**1.10. Aircrew Utilization Policy:**

1.10.1. Commanders will ensure aircrew members occupy authorized positions IAW unit manning documents and that aircrew status is properly designated. The overall objective is that aircrew perform combat-related duties. Supervisors may assign aircrew to valid, short-term tasks (escort officer, FEB/mishap board member, etc.), but must continually weigh the factors involved, such as level of aircrew tasking, flying proficiency, currency, and experience. For inexperienced aircrew in the first year of

their initial operational assignment, supervisors will limit the non-flying duties to those related to combat activities. When manning shortages occur, priority must be given to line unit-manning positions.

**1.10.2. Aircrew Qualification Assignments.** The following duties will not normally be assigned to aircrew at the SQ level: AF Suggestion Program Monitor, Weapons/Explosive Safety Manager, OPSEC Monitor, and base duties.

1.10.3. Duties/positions required by various publications that may be assigned to CAF aircrew include; weapons and tactics officers, programmers, flying safety officers, SOF, mobility/contingency plans, training (except AFORMS documentation), SQ Standardization/Evaluation Liaison Officers (SELO), squadron life support officers, electronic combat officers, and other duties directly related to flying operations. In some instances, such as squadron-assigned flying safety officers, aircrew members may be attached to the wing.

1.10.4. MAJCOM and NAF staff aircrew personnel assigned to positions that require them to perform flying duties, API-8, non-rated officer aircrew members, and enlisted aircrew members must comply with paragraph **1.4.4.3.** of this instruction. API-8 personnel should limit their flying to 12 E-8 sorties per annual period.

1.10.5. 93 ACW and 93 OG staff aircrew (API-6) will maintain BMC or CMR status as directed by the wing or operations group commander. Wing commanders, wing vice commanders, operations group commanders, and operations group deputy commanders will maintain BMC status.

## **1.11. Sortie Allocation Guidance:**

1.11.1. Inexperienced aircrew members should receive sortie allocation priority over experienced aircrew members. Priorities for sortie allocation are as follows:

**1.11.1.1. Formal Training Units.** Formal E-8 QT, Instructor Upgrade, Instructor CT, authorized staff personnel not performing Instructor or SEFE duties.

**1.11.1.2. Operational Units.** CMR, then BMC.

## **1.12. Waiver Authority:**

1.12.1. Unless specifically noted otherwise in the appropriate section, waiver authority for requirements of this instruction is HQ ACC/DO.

1.12.1.1. For ACC, the waiver authority for all requirements of RAP and for all provisions in **Chapter 4**, **Chapter 5**, and **Chapter 6** of this instruction is the HQ ACC/DO. Subordinate E-8 units will submit waiver requests through channels to HQ ACC/DOYA.

1.12.2. Requests for waivers will be forwarded through appropriate channels. (**EXCEPTION:** ACC units subordinate to a NAF will forward requests directly to HQ ACC/DO and provide their NAF/DO with an information copy.) Waivers issued by other than MAJCOM/XO will include their appropriate MAJCOM/XO as an information addressee. All waivers will include HQ ACC/DOYA and HQ USAF/XOOT as information addressees.

1.12.3. Aircrew members whose status is “duty not including flying” (DNIF) will continue to complete and log ground training events, including simulator, if the member’s physical condition allows it. The flight surgeon who signs the AF 1042, **Medical Recommendation for Flying of Special Oper-**



**ational Duty**, placing the crewmember in DNIF status, should be consulted if the crewmember's ability to complete training is in question.

1.12.4. Waivers to this instruction will be valid for no more than 1 year.

1.12.5. Units will submit an annual report of all incomplete training to MAJCOM/XOY or equivalent (info copy to NAF/DO) by 31 Oct. Prior to submitting the annual report, units are reminded to prorate incomplete training, as detailed in [Chapter 4](#), [Chapter 5](#), and [Chapter 6](#) of this instruction. Use [Attachment 2](#) for waiver request associated with incomplete training.



## Chapter 2

### E-8 QUALIFICATION TRAINING (COMBINED PHASE I [IQT] AND PHASE II [MQT])

**2.1. E-8 Qualification Training (QT).** This chapter contains prerequisites and minimum training requirements necessary to prepare aircrew members to perform aircrew duties during E-8 operational and training missions. Any aircrew member in a staff position and is in an unqualified status for longer than 5 years must accomplish E-8 QT through the PFT program. OG/CC or equivalent will administer their respective E-8 QT IAW detailed objectives and requirements which are found in the appropriate 93 OG Course Control Document (CCD). E-8 QT is required for personnel who fall into any of the following categories:

- 2.1.1. Personnel not previously qualified in the E-8.
- 2.1.2. E-8 active flying personnel who become UQ for over 18 months.
- 2.1.3. Personnel previously E-8 qualified in one crew position who re-enter into a different crew position, excluding UGT.
- 2.1.4. Reference [Table 2.1.](#), [Table 2.2.](#), and [Table 2.3.](#) for course selection criteria for pilots, flight engineers and air battle managers.

**Table 2.1. Pilot E-8 QT Course Selection Criteria.**

E-8 QT COURSE	TOTAL FLIGHT HOURS	PREVIOUSLY QUAL B707 TYPE ACFT (E-3, E-8, E-6, VC-137, TC-18)	DESIGNATED CREW POSITION	NOTES
E-8 QT/TX	1500 or greater	Yes	AC, FP or CP	1
E-8 QT/TX	Less than 1500	Yes	CP	2
E-8 QT	1500 or greater	No	AC, FP or CP	3
E-8 QT	Less than 1500	No	CP	4

<b>E-8 QT COURSE</b>	<b>TOTAL FLIGHT HOURS</b>	<b>PREVIOUSLY QUAL B707 TYPE ACFT (E-3, E-8, E-6, VC-137, TC-18)</b>	<b>DESIGNATED CREW POSITION</b>	<b>NOTES</b>
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**Notes:**

1. 93 OG/CC will review the highest qualification achieved in B707 type airframes (E-3, E-8, E-6, VC-137, TC-18), total flight hours, experience level, and recent flight experience, before designating an E-8 QT/TX pilot as an AC, FP or CP candidate. Pilot candidates previously qualified in a B707 type airframe will complete the E-8 QT/TX course.
2. Pilots unable to meet the total flight hour requirement will complete the E-8 QT/TX course as a designated CP. Reference paragraph 5.6. for AC upgrade criteria.
3. 93 OG/CC will review the highest qualification achieved in type airframes, total flight hours, experience level, and recent flight experience, before designating an E-8 QT pilot as an AC, FP or CP candidate. Candidates require 200 hours or more as a qualified AC in any platform to complete E-8 QT as an AC or FP. Candidates with less than 200 hours AC experience will complete the E-8 QT course as a designated CP. Pilot candidates not previously qualified in B707 type airframes will complete the E-8 QT course.
4. Pilots unable to meet the total flight hour requirement will complete the E-8 QT course as a designated CP. Reference para 5.6. for AC upgrade criteria.

**Table 2.2. Flight Engineer E-8 QT Course Selection Criteria.**

<b>E-8 QT COURSE</b>	<b>TOTAL FLIGHT HOURS</b>	<b>PREVIOUSLY QUAL B707 TYPE ACFT (E-3, E-8, E-6, VC-137, TC-18)</b>	<b>NOTES</b>
E-8 QT/TX	600 or greater	Yes	
E-8 QT	Less than 600	Yes	

**Table 2.3. Air Battle Manager E-8 QT Course Selection Criteria.**

<b>E-8 QT COURSE</b>	<b>PREVIOUSLY QUAL (SD, WAO, AWO, ASO)</b>	<b>NOTES</b>
SD	Yes	1,2
SMO/AWO	No	2

E-8 QT COURSE	PREVIOUSLY QUAL (SD, WAO, AWO, ASO)	NOTES
<p><b>Notes:</b></p> <ol style="list-style-type: none"> <li>1. Previous SD or system equivalent experience in GTACS, AWACS, ABCCC, and the SAOC within three years is required for Air Battle Managers.</li> <li>2. 93 OG/CC will have the final decision on which course an ABM will attend when assigned to the 93 ACW. This decision will be based on the ABM's background, recent experience, previous experience level, and highest qualification level attained prior to reaching the 93 ACW. The following specific determinants will be used: <ol style="list-style-type: none"> <li>a. Previous assignment and systems experience in TACS</li> <li>b. Previous flying experience in either AWACS/ABCCC or assigned to GTACS</li> <li>c. Highest previous qualifications, i.e. SD, WAO, AWO, ASO</li> </ol> </li> </ol>		

2.1.5. E-8 QT includes those courses administered by the contractors, or the 93 ACW using appropriate ACC syllabi. A Senior Officer course is not considered a qualification course. The following courses are considered E-8 QT courses:

**2.1.5.1. Flight Crew.** AC, FP (if used), CP, FE.

**2.1.5.2. Mission Crew.** MCC, DMCC, NAV/DSO, SMO, AWO, AOT, AIO/T, ATSS, AMSS, and CST. **NOTE:** The navigator trains under the mission crew contract and is a member of both flight and mission crew.

**2.2. Time Period To Qualify.** Personnel start and complete training IAW AFI 11-401, AFI 11-202V1, the current Programmed Flying Training (PFT) document, the appropriate syllabus, and AFI 11-2E-8V1. Failure to complete training within 120 days of the first flight requires notification to HQ ACC/DOYA with aircrew member's name, rank, reason for the delay, planned actions, and estimated completion date.

2.2.1. If a student completing a formal qualification course fails a qualification evaluation, additional training will be assigned and completed NLT 10 work days prior to the last day of the second month following the date of the evaluation. The Standardization/Evaluation (stan/eval) evaluator writes the areas requiring additional training on the ACC Form 180/AF Form 8 and the specific additional training recommendations on the additional training notification letter listed in AFI 11-202V2/ACC Sup 1, **Chapter 7**. SQ/DOT will direct the type and amount of training based on the problem areas and recommended additional training listed. Open communication between the evaluator and SQ/DOT is important to ensure appropriate training is assigned. The unit conducting the formal course is responsible for the additional training. For example, the 93 TRS conducts QT courses so they will be responsible for additional training. The unit conducting in-unit formal training courses will be responsible for any additional training as a result of those course evaluations.

2.2.2. The assigned additional training will be written and maintained in the student's training folder until successful completion of the training. After the additional training is complete, Chief, DOT will sign the additional training notification letter and return to DOV. Additionally, the SQ/CC (or designated representative) will certify that all additional training is accomplished by initialing next to the date in the additional training accomplished block on the AF Form 8.

2.2.3. If the student exceeds the allotted time for completion of additional training, the SQ/CC will review the situation and direct appropriate action. If, however, the student is unable to complete the training due to non-progression, the SQ/CC can recommend a Flight Evaluation board or Aircrew Evaluation board to the OG/CC.

**2.3. Prerequisites.** Prior to entering E-8 QT, trainees must meet AFCAT 36-2223 *USAF Formal Schools*, selection prerequisites. The 93 TRS/CC will review the training record and Flight Evaluation Folder (FEF) of newly assigned personnel. Experience and previous training are considered in determining the specific training individuals will receive.

2.3.1. Reference [Table 2.1.](#), [Table 2.2.](#), and [Table 2.3.](#) for course selection criteria for pilots, flight engineers, and air battle managers.

2.3.2. UGT students must comply with [Chapter 5](#) of this AFI.

2.3.3. Previous qualification as an E-8 crewmember will be considered by the 93 OG/CC when determining the specific training individuals will receive consistent with [Table 2.1.](#), [Table 2.2.](#), and [Table 2.3.](#) of this AFI.

**2.4. Training Reports and Forms.** Training reports and forms are completed and forwarded IAW appropriate directives.

2.4.1. Students completing training in 93 TRS will hand-carry a copy of ACC Form 180 and a summary of training (format designated by 93 TRS/CC) to gaining unit within 3 days of completing training.

**2.5. CMR/BMC Certification.** Upon completion of E-8 QT, the gaining squadron commander certifies aircrew members as CMR or BMC. Certification documents are filed in the crewmember's training folder. The format of certification documents are IAW the appropriate E-8 QT course training document.

## **2.6. Waiver Coordination:**

2.6.1. HQ ACC/DOYA is the waiver authority for AFCAT 36-2223 selection criteria, PFT, and course syllabi.

2.6.2. Approval of additional training sorties and the number of training days is IAW the appropriate course syllabus.

2.6.3. OG/CC has waiver authority for E-8 QT requirements.

## **2.7. Aircrew Training Requirements:**

**2.7.1. Ground Training Requirements.** All academic and ATD training will be accomplished IAW appropriate syllabi including completion of TKCM/AIT, and Chemical Warfare Defense Training.

2.7.1.1. Theater Certification will be accomplished in the gaining squadron. Successful completion of theater certification is the final event required to progress from "CMR/BMC-eligible" to CMR/BMC. This final step is the first activity the crewmember accomplishes in the gaining squadron after completion of the qualification evaluation.

**2.7.2. Flying Training Requirements.** Approved in-unit training must be accomplished according to applicable formal training and IAW AFI 11-202, Volume 1.

2.7.2.1. **Table 2.4.** lists the appropriate flight requirements for SD, SMO, and SDT instructor upgrade training if aircrew member was previously qualified as an E-8 instructor. If member has not been previously qualified as an E-8 instructor, then appropriate syllabi apply.

**Table 2.4. SD/SMO/SDT Instructor Upgrade Requirements.**

AREA	DUTY	FLIGHTS
A	PLAN INSTRUCTION	3
B	CONDUCT INSTRUCTION	3
C	DOCUMENT TRAINING	3
D	CRITIQUE STUDENT PERFORMANCE	3
<b>NOTE:</b> 1. Upgrade candidate requires OG/CC approval for upgrade IAW <b>Chapter 5</b> . 2. Flights will consist of two instructional flights and a flight evaluation IAW AFI 11-2E8, Vol 2.		

2.7.3. Difference training not covered during ground training may be completed during flying training.

**2.8. Instructor Utilization.** All flying and ATD training during E-8 QT is conducted under the supervision of a qualified instructor. IP, INAV/DSO, IFE, IMCC, IDMCC, IATSS, IAMSS, ICST, ISD, ISMO, IAWO, IAIO/T, ISDT, and IAOT.

## Chapter 3

### MISSION QUALIFICATION TRAINING

**3.1. Mission Qualification Training.** E-8 QT incorporates IQT and MQT requirements. [Chapter 2](#) addresses all QT issues. Thus, [Chapter 3](#) is not used in this instruction.

## Chapter 4

### CONTINUATION TRAINING (CT) (PHASE III)

**4.1. Continuation Training.** This chapter prescribes training standards to maintain E-8 qualification, currency, and to requalify previously qualified aircrew members in the E-8.

**4.2. Training Period.** The primary training period for flight and Aircrew Training Device (ATD) Continuation Training is the annual period. Each annual training period is 12 months long. The annual training period starts on 1 Oct and ends on 30 Sept. Other periods for training requirements are specified in this chapter. Because the E-8 is subject to worldwide tasking, every attempt should be made to balance training. To balance training, attempts should be made towards a goal of completing 25% of the training in each quarter of the prescribed annual cycle.

**4.3. Prerequisites.** Aircrew members must complete E-8 QT and have BMC or CMR certification to receive credit for RAP events.

**4.4. Waivers.** Waiver requests must arrive at 93 ACW/CC no later than 10 days following the previous annual period.

4.4.1. Squadron commanders forward to 93 ACW/CC a list of aircrew members requiring waivers and aircrew members downgraded for failure to meet continuation-training requirements.

4.4.2. After the final review and determination of waiver requests, the 93 ACW/CC will forward waiver requests to HQ ACC/DOYA no later than 30 days following the previous annual period.

**4.5. Theater (Deployment) Training.** Because the E-8 is liable for worldwide tasking without regard to a specific theater of operation, BMC/CMR aircrew members will, as a minimum, receive annual training in JCS designated high priority theaters of operation. Aircrew members must also complete applicable theater training prior to assuming operational duties within a theater.

#### **4.6. Logging of CT Requirements by Instructors/Flight Examiners:**

##### **4.6.1. Aircrew Training Device Training:**

4.6.1.1. Flight crew may not receive credit for ATD training events through the performance of instructor/evaluator duties.

4.6.1.2. Mission crew positions may not receive credit for ATD training events (live or MCTS) through the performance of instructor/evaluator duties.

##### **4.6.2. Flying Training:**

4.6.2.1. Pilots and instructor pilots must control the aircraft to credit a training event. Instructors and evaluators pilots in the opposite pilot/copilot seat supervising the touch and go, may credit a touch and go landing. Instructors and evaluators may credit an I/E sortie when performing instructor/evaluator duties in-flight or in the simulator.

4.6.2.2. MCCs, DMCCs, NAV/DSOs, SDs, SMOs, SDTs, AWOs, AOTs, AIO/Ts, ATSSs, CSTs, AMSSs and FEs must log a sortie once every 60 days for aircraft currency. The intent of sortie

requirements is safe day-to-day operation of the aircraft consistent with paragraph 1.4.3. of this volume.

4.6.2.3. MCCs, DMCCs, NAV/DSOs, SDs, SMOs, SDTs, AWOs, AOTs, AIO/Ts, ATSSs, CSTs, AMSSs and FEs, must occupy the duty position as a primary crewmember for approximately 50 percent of an effective mission in order to log a systems ops.

4.6.2.4. Instructor/SEFE currency is separate from the currency requirements for the BMC/CMR crew position. All instructors/SEFEs must log a sortie once every 60 days and a I/E sortie every 90 days for currency.

**4.7. Prorated Training Requirements.** Annual training requirements for aircrew members who are not available for duties as outlined in AFI 11-202V1 may be prorated. Commanders will not prorate sorties to meet RAP lookback requirements. No proration is allowed for 15 days or less IAW AFI 11-202V1.

4.7.1. At the end of the training cycle, the SQ/CC may prorate all training requirements when DNIFs, emergency leaves, and/or non-flying TDY/exercises preclude training for a portion of the training period. The following guidelines apply:

4.7.1.1. Proration will only be used to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies.

4.7.1.2. Proration is based on cumulative days of non-flying in the training cycle and can be applied separately for each period of non-flying. Use Table 4.1. to determine the number of months to be prorated based on each period of consecutive calendar days of non-flying.

4.7.1.3. If QT is re-accomplished, an aircrew member's training cycle will start over at a prorated share following completion of QT training.

4.7.1.4. Example: Capt Jones was granted 17 days of emergency leave in January and attended SOS in residence from March through April for 56 consecutive calendar days. His SQ/CC authorized a total of three months proration from his training cycle (one month for emergency leave and two months for SOS).

4.7.1.5. Prorated numbers resulting in fractions of less than 0.5 will be rounded to the next lower whole number, but no requirement may be prorated below one.

4.7.1.6. Newly assigned/converted aircrew members and aircrew members achieving CMR/BMC after the 15th of the month are considered to be in CT on the first day of the following month for proration purposes. Events and sorties for the remainder of the training cycle may be prorated. A prorated share of RAP sorties must be completed in CT.

4.7.1.7. An aircrew member's last month on station prior to departing PCS may be prorated. Individuals departing PCS may be considered CMR for reporting purposes during a period of 60 days from date of last flight, or until loss of CMR currency, port call date, or sign in at new duty station.

**4.7.2. Contingency Operations Missions.** Operational missions can have a positive or negative impact on a unit's CT program, as emphasis is on supporting the actual contingency. A potential lack of training opportunities while deployed can place a burden on the unit, forcing it to accomplish the majority of its CT program in a reduced period of time at home station. The following proration procedures are intended to provide flexibility in accomplishing the unit's CT program.



4.7.2.1. Normally, all operational missions will be logged as RAP sorties. These sorties count toward annual RAP requirements, and may used for lookback purposes. RAP events logged during contingency operations sorties count toward annual RAP requirements and may used to update currencies.

4.7.2.2. As the training quality of missions flown of operational missions may vary considerably, SQ/CCs are authorized to allow sorties that provided valid training to be logged as RAP sorties. Events accomplished on these sorties count toward RAP event requirements, and these sorties/ events may not be prorated upon return to home station.

**Table 4.1. Proration of Training Requirements.**

<b>Number of Cumulative Days Not Available For Normal Duty</b>	<b>Proration</b>
0-15 days	none
16-45 days	1 month
46-75 days	2 months
76-105 days	3 months
106-135 days	4 months
136-165 days	5 months
166-195 days	6 months
196-225 days	7 months
226-255 days	8 months
256-285 days	9 months
286-315 days	10 months
316-345 days	11 months
346 days to 12 months	no requirements

4.7.3. Crewmembers completing E-8 QT and receiving BMC or CMR certification start CT the following month. Training accomplished during E-8 QT is not counted toward CT requirements.

**4.8. Delinquencies (Failure to Complete Required Training).** Failure to complete continuation ground training as prescribed or flight training events by the end of the annual training period will result in the following:

4.8.1. Aircrew members who fail to complete the following ground training will be considered N-BMC/N-CMR , are grounded, and will not fly until the event is complete:

4.8.1.1. Flight Physical (PP01)

4.8.1.2. Physiological Training (Altitude Chamber PP11)

4.8.1.3. Local Area Survival Training (LSO1)

4.8.1.4. Egress Training (LS08)

4.8.1.5. Crew Resource Management (Flight Crew and Mission Crew) waiver authority is OG/CC

4.8.2. CMR/BMC aircrew members who fail to complete the following ground training requirements within the prescribed training period are downgraded to N-CMR/N-BMC until training is complete.

4.8.2.1. Aircrew Intelligence and Threat Knowledge/Counter Measures Training (TKCM/AIT) (IE01)

4.8.2.2. Theater (Deployment) Training (IE06)

4.8.2.3. Ground Chemical Defense Training (GA50)

4.8.2.4. Combat Survival Training (LS02)

4.8.2.5. Water Survival Training (LS03)

4.8.2.5.1. Water Survival Training waiver authority is HQ USAF/XOOT.

4.8.2.6. Aircrew Chemical Defense Training (LS04)

4.8.2.7. Aircrew Life Support Equipment Training (LS06)

4.8.3. If an aircrew member fails to maintain currency in any flying event, they may not perform that event without instructor/evaluator supervision.

4.8.4. If an aircrew member fails to complete any training requirement(s), other than those in paragraphs 4.8.1. and 4.8.2., and the squadron commander determines that the training deficiency warrants downgrading, the crewmember may be downgraded to N-CMR/N-BMC. Recurrency/requalification will be IAW paragraph 4.18.

**4.9. Demonstrated Lack of Ability.** If an aircrew member demonstrates a lack of ability in his/her current qualification, the squadron commander may downgrade the crewmember to UQ. Currency/re-qualification will be IAW Table 4.25. or Table 4.26.

**4.10. Ground Training Events.** E-8 Ground Training Events are listed in Table 4.2.

4.10.1. Course descriptions can be found within this instruction.

4.10.2. "X" in Ready Aircrew Program (RAP) column indicates events that must be completed within the designated frequency to maintain mission ready status. Crewmembers that lose CMR/BMC status because of overdue ground training will regain CMR status upon completion of training and re-certification by SQ/CC.

4.10.3. Use the following definitions for the frequency of ground training:

4.10.3.1. A--Annual. Accomplished every 12 months. Accomplishment establishes a currency reference month. Recurring accomplishment should be completed during the six months preceding the currency reference month. Units may change an individual's currency reference month to facilitate block ground training. In no case will an individual exceed 12 months between accomplishment of annual ground training events.

4.10.3.2. AR--As Required.

4.10.3.3. B--Biennial. Accomplished every 24 months. Accomplishment establishes a currency reference month. Recurring accomplishment should be completed during the 6 months preceding

the currency reference month. Events due and completed ensure currency through the end of the currency reference month of the second year. Units may change an individual's currency reference month to facilitate block ground training. In no case will an individual exceed 24 months between accomplishment of biennial ground training events.

4.10.3.4. C--Cycle. In conjunction with qualification evaluation. (e.g., every 17 months).

4.10.3.5. M- -Monthly. Accomplished each calendar month.

4.10.3.6. Q--Quarterly . Accomplished four times each training period, once in each three month period (Jul-Sep, Oct-Dec, Jan-Mar, and Apr-Jun).

4.10.3.7. SA--Semiannual . Accomplished twice each training period, not later than the end of the 6th month from the month last accomplished.

4.10.3.8. T--Triennial. Accomplished every 36 months. Initial accomplishment establishes a currency reference month. Recurring accomplishment should be completed during the 6 months preceding the currency reference month. Units may change an individual's currency reference month to facilitate block ground training. In no case will an individual exceed 36 months between accomplishment of triennial ground training events. (Physiological training accomplished after October of 1998 has a 5 year frequency).

**Table 4.2. Continuation Ground Training Requirements.**

RAP	CODE	TRAINING EVENT	FRQ	P	N	FE	MCC, DMCC, AIO/ T,SDT, AOT, ATSS	AMSS	CST	SD, SMO, AWO	NOTE
X	SS01	Basic Survival Training Course		X	X	X	X	X	X	X	
X	WW01	Water Survival Training Course		X	X	X	X	X	X	X	
X	GA50	Ground Chem	A	X	X	X	X	X	X	X	
X	PP01	Flt Physical	A	X	X	X	X	X	X	X	
X	IE01	TKCM	A	X	X	X	X	X	X	X	
	GA01	9MM	B	X	X	X	X	X	X	X	
X	IE06	Theater Dep.	A	X	X	X	X	X	X	X	
X	LS08	Egress Trng	A	X	X	X	X	X	X	X	
X	LS03	Water Surv	B	X	X	X	X	X	X	X	1
X	LS06	Aircrew Life Support Eqmt Familiarization	A	X	X	X	X	X	X	X	
X	LS04	Aircrew Chem	A	X	X	X	X	X	X	X	
X	PP11	Physiology Tng	T	X	X	X	X	X	X	X	

RAP	CODE	TRAINING EVENT	FRQ	P	N	FE	MCC, DMCC, AIO/ T,SDT, AOT, ATSS	AMSS	CST	SD, SMO, AWO	NOTE
X	GA55	Fly Safety Meet- ing	Q	X	X	X	X	X	X	X	
X	GA23	Crew Resource Management	B	X	X	X	X	X	X	X	
	CA08	Quarterly Con- tinuation Aca- demic Training	Q	X	X	X	X	X	X	X	
X	CE69	Joint Combat Search and Res- cue	A	X			X			X	
	GA13	COMSEC Tng	A						X		3
	GA12	OPSEC Tng	A	X	X	X	X	X	X	X	
	UC07	Reporting and Countering the Human Int Thr.	A	X	X	X	X	X	X	X	
	SE06	SEPT	SA	X	X	X					5
	GA14	Protection from Terrorism	A	X	X	X	X	X	X	X	
	GA03	Anti-Hijack	A	X	X	X	X	X	X	X	
	GA58	Disaster Prep	A	X	X	X	X	X	X	X	
	GA07	Flight Line Drivers Trng	A	X	X	X	X	X	X	X	3
	FO43	FOD	A	X	X	X	X	X	X	X	
	GA10	LAW of Armed Conflict LOAC	A	X	X	X	X	X	X	X	
	GA15	Use of Force	A	A	A	A	A	A	A	A	
X	AI02	Instrument Refresher Course	C	X	X						4
X	AI02	Instrument Refresher Exam	C	X	X						4
	IE05	ISOPREP Review	SA	X	X	X	X	X	X	X	

RAP	CODE	TRAINING EVENT	FRQ	P	N	FE	MCC, DMCC, AIO/ T,SDT, AOT, ATSS	AMSS	CST	SD, SMO, AWO	NOTE
X	LS11	Low Threat Combat Survival training (LTCST)	BA	X	X	X	X	X	X	X	
	UC01	Mobility Records Review	A	X	X	X	X	X	X	X	
	RR01	Flight Records Review	A	X	X	X	X	X	X	X	
	GA04	Self Aid Buddy Care (SABC)	BA	X	X	X	X	X	X	X	

**Notes:**

1. Water Survival may be waived for 1 additional year if facilities are not available to perform the training. Waiver authority is HQ USAF/XOOT.
2. Any other aircrew member that will be issued COMSEC material must receive this training prior to receiving the material.
3. Refresher only. Aircrew members who will be operating vehicles on any flightline, must accomplish this.
4. Required for Pilots, and Navigators the last day of the 17<sup>th</sup> month. Normally done in conjunction with annual flight evaluation.
5. Emergency procedures training conducted in CT simulators may be credited towards SEPT.
6. SEPT- BMC/CMR AC, FP,CP, NAV/DSO, and FE complete eight SEPT per annual period. Instructor/evaluator AC's, NAV/DSO, and FE's complete four SEPT per annual period.

**Table 4.3. Flight Surgeon Ground Training Continuation Requirements.**

CODE	TRAINING EVENT	FREQ	NOTE
GA50	CWD	B	1
LS08	Egress Training	A	1,2
GA03	Anti-Hijack	B	
IE05	IOSPREP review	SA	
LS04	ACDE training	B	1
LS06	LS Equip Training	A	1,2
LS11	Low Threat Combat Survival Training	B	1
WW01	Water Survival Training	B	1

CODE	TRAINING EVENT	FREQ	NOTE
PP01	Flight Physical	A	1,2
PP11	Physiological Training	T	1,2
RR01	Flight Records Review	A	
Note: Initial Qualification requirement Grounding Item if not accomplished			

**4.10.4. Senior Officer Ground Training Requirements.** Senior officers and all other crewmembers maintaining BAQ in the E-8 are required to complete, as a minimum, the courses listed in [Table 4.4](#). Senior Officers maintaining CMR/BMC status will comply with [Table 4.2](#).

**Table 4.4. Senior Officer Ground Training Requirements.**

CODE	EVENT	FREQ	NOTES
LS08	Egress Training	A	
GA23	CRM	B	
LS06	LS Equip Training	A	
PP01	Flight Physical	A	
PP11	Physiological Training	T	
RR01	Flight Records Review	A	

**4.10.5. Ground Training.** Ground training requirements are divided into three categories. Category I include all mission essential ground training which must be completed in order to fly. Category II contains all general flying related ground training requirements which affect RAP status. Category III includes all other ground training applicable to aircrew members. See [Table 4.5](#) for a complete listing of Category I, II, and III ground training subjects, governing directives, and OPRs.

**Table 4.5. Category I, II, and III Ground Training.**

SUBJECT	DIRECTIVE	OPR
Intelligence, TKCM/AIT	AFI 14-105ACC1	Unit Intel
Small Arms Training	AFI 36-2226	Squadron Mobility Section
Theater (Deployment) Training	-	Unit Weapons/Tactics
Joint Combat Search and Rescue	Joint Pub (JP) 3-50.2	Unit DOT
Quarter Continuation Academic Training	AFI 11-2E8, Vol 1	Unit DOT
Egress Training	AFI 11-301	Life Support
Water Survival Training	AFI 11-301	Life Support
Aircrew Life Support Equipment Training	AFI 11-301	Life Support

SUBJECT	DIRECTIVE	OPR
Local Area Survival Training	AFI 11-301	Life Support
Combat Survival Training	AFI 11-301	Life Support
Chemical Warfare Defense Training	AFI 32-4000 AFPD 32-40	Disaster Preparedness
Aircrew Chemical Warfare Defense Equipment Training	AFI 32-4001	Life Support
Situational Emergency Procedures Training (SEPT)	-	Unit
Physiological Training	AFI 11-403	Unit DOT
Flying Safety Meeting	AFI 91-202, ACC Sup 1	Wing Safety
Supervisor of Flying Training	-	Unit OSS
Cockpit/Crew Resource Management	AFI 11-290	ACC/TRSS/ACQ
Ancillary Training	AFI 32-4001	Squadron DOT

#### 4.10.6. Category I--Mission Essential Ground Training:

**4.10.6.1. Life Support Training.** Academic and ATD events designed to prepare aircrew members for survival in emergency situations and chemical warfare environments. Life support training includes:

**4.10.6.1.1. LS04—Aircrew Chemical Defense Ensemble Training.** Academic training conducted by Life Support personnel on procedures used with the aircrew chemical warfare ensemble.

**4.10.6.1.2. LS03—Water Survival.** Training in the procedures used to employ E-8 water survival equipment.

**4.10.6.1.3. LS06—Aircrew Life Support Equipment Familiarization.** Training in the uses of E-8 survival kit equipment, emergency equipment on-board E-8 aircraft, and recommended personal survival equipment.

**4.10.6.1.4. LS08—Egress.** Training to familiarize aircrew members with emergency egress procedures.

**4.10.6.1.5. PP11—Physiological Training (Altitude Chamber).** Academic and ATD training designed to teach aircrew members how to recognize, correct, and survive physiological problems associated with flying duty.

#### 4.10.7. Category II--General Flying Related Ground Training:

**4.10.7.1. IE01—Aircrew Intelligence and Threat Knowledge/Counter Measures Training.** Training programs and objectives are developed IAW AFI 14-105ACC1. Recommended subjects for intelligence training include but are not limited to:

4.10.7.1.1. Enemy military force structure.

4.10.7.1.2. Enemy EW/GCI/acquisition radars.

4.10.7.1.3. Radio electronic combat.

4.10.7.1.4. Enemy aircraft characteristics.

4.10.7.1.5. Surface-to-Air Missile (SAM) characteristics.

4.10.7.1.6. Escape and evasion/code of conduct training.

**4.10.7.2. IE06—Theater (Deployment) Training.** Academic and/or ATD events designed to prepare crews for operational deployments and exercises.

**4.10.7.3. Joint Combat Search and Rescue.** Provide AC/IP and MCCs with baseline training for the planning and execution of Airborne Mission Commander (AMC) duties.

**4.10.7.4. GA50—Ground Chemical Defense Training.** Academic and ATD training designed and conducted by base disaster preparedness to teach aircrew members how to survive and operate in a chemical warfare environment with the ground crew chemical warfare equipment ensemble.

**4.10.7.5. GA23—Crew Resource Management (CRM) Training.** Cockpit/Crew Resource Management (CRM) training should emphasize team effectiveness by enhancing individual and aircrew performance in: Situational Awareness, Crew Coordination, Communication, Risk Management, Task Manage and Mission Planning/ Debrief. MAJCOM approved civilian contractors if applicable will conduct training. CRM training will be accomplished annually IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program*, and the ACC supplement to AFI 11-290.

#### **4.10.8. Category III (Other Ground Training):**

**4.10.8.1. Situational Emergency Procedures Training (SEPT).** Training designed to review abnormal/emergency procedures and aircraft systems operations/limitations. SEPT is conducted by two or more flight crewmembers. These crewmembers may be from different crew positions. Other crewmembers are encouraged to participate. Training consists of an emergency procedure discussion concerning a realistic emergency situation and actions necessary to cope with the malfunction and carry it to a logical conclusion. Training follows a logical progression from initial indications of system malfunctions through checklist procedures to a logical conclusion. Discussion of affected system indications, affects on other systems, aircraft performance, mission degradation and crew coordination is also included. Emergency procedures training conducted in CT ATDs may be credited towards SEPT. Simulated emergency drills performed in-flight are not credited towards SEPT unless they are accompanied by an in-depth pre-brief and debrief which meets the SEPT training standards.

**4.10.8.2. Quarterly Continuation Academic Training (QCAT).** All crewmembers will complete a structured Continuation Academic Training (CAT) on a quarterly basis. The CAT's intent is to provide a continuing forum for instruction in areas appearing as trend items in the wing. Additionally, the CAT should strengthen crew and individual ability.

**4.10.8.3. GA55—Flying Safety Meeting.** Quarterly meeting conducted by wing safety to increase aircrew member's awareness of current flight safety topics.

**4.10.8.4. Ancillary Training.** Academic training designed to teach common mission related topics IAW USAF and MAJCOM directives.



**4.10.8.4.1. Ancillary Training Program.** The Ancillary Training Program is IAW AFI 36-2201. Ancillary training is broken into three training blocks, all of which are required for aircrew members. Squadron DOT administers ancillary training.

**4.10.8.4.1.1. Block I Ancillary Training--Mission Security Briefing.** All aircrew members complete this training annually. See [Table 4.6](#).

**Table 4.6. Block I Ancillary Training.**

PROGRAM	REFERENCE
COMSEC	AFI 33-211
OPSEC	AFPD 10-11
Protection from Terrorism	AFI 31-210
Reporting and Countering the Human Intelligence Threat	AFI 31-401 AFI 71-101V1

**4.10.8.4.1.2. Block II Ancillary Training--Flying Security.** All aircrew members complete this training annually. See [Table 4.7](#).

**Table 4.7. Block II Ancillary Training.**

PROGRAM	REFERENCE
Anti-Hijack	AFI 13-207
Disaster Preparation/Base Information	AFI 32-4010
Flight Line Driver Training	AFI 13-213 AFMAN 24-206
FOD	AFI 21-101
Law of Armed Conflict	AFI 51-401 AFPD 51-4
Use of Force	AFI 31-207

**4.10.8.4.1.3. Block III Ancillary Training--Self-Aid and Buddy Care.** Self-Aid and Buddy Care provides basic life and limb saving training, which enables wounded or injured persons to survive until medical personnel are available to continue care. This training is required for all non-medical personnel assigned to mobility positions. Qualified SABC instructors teach this block IAW AFI 36-2238. Initial training is provided at AF Survival School. Refresher training is required biennially.

#### **4.11. Training For Staff Aircrew Authorized to Maintain BMC or BAQ Status:**

4.11.1. Authorized BMC staff aircrew members, IAW paragraph 1.4.3.1 are authorized to perform flight duties and will complete respective ground training events listed in [Table 4.2](#). RAP monthly, 3-month lookback, annual training and currency requirements apply to authorized BMC staff aircrew members.

4.11.2. Authorized BAQ aircrew members, IAW paragraph 1.4, perform all flight duties and complete ground training events listed in Table 4.4. RAP training requirements do not apply to authorized BAQ aircrew members.

#### 4.12. Flying Continuation Training Requirements.

**4.12.1. Pilots and Instructor Pilots.** Pilots and instructor pilots must actually control the aircraft or ATD to credit a training event with the following exceptions: Instructors and evaluators may credit a take-off or touch-and-go landing if they are in the opposite pilot/copilot seat, supervising the takeoff/touch-and-go.

**4.12.2. Instructors and Evaluators Currency.** Instructors and evaluators may credit an instructor/evaluator sortie when performing instructor/evaluator duties in-flight. Instructors and evaluators may credit flying training instructor/evaluator sorties when performing instructor/evaluator duties in the simulator.

**4.12.3. Annual Flying Training.** To maintain their assigned CMR training, each flight crewmember must complete all of the events listed in the Table 4.13., Table 4.14., Table 4.15., Table 4.18., Table 4.20., Table 4.21., Table 4.22., Table 4.23., and Table 4.24., as applicable, during each annual training period.

**4.12.4. Monthly and Three-Month Lookback.** Each crewmember's flying training is reviewed monthly to determine the proficiency achieved during the previous calendar month and during the previous three calendar months in order to determine the squadrons combat capability. Monthly reviews of CMR/BMC status do not apply to BAQ aircrew members. Monthly and three-month CMR/BMC lookback criteria for maintaining assigned CMR/BMC level are listed in Table 4.11., Table 4.12., or Table 4.19., as applicable.

**4.12.5. Basic Mission Capable Training.** BMC crewmembers must complete BMC training requirements for all flying training and/or ATD events. BMC crewmembers maintain the same currency as CMR crewmembers. BMC crewmembers must complete all CMR ground training.

**4.12.6. Training for MAJCOM, NAF/DOV crewmembers.** These individuals need only complete applicable training events listed on Table 4.2. and applicable position training requirements.

4.12.7. If a crewmember fails to maintain flight currency IAW Table 4.8. or Table 4.9., that person is downgraded to N-CMR/N-BMC status. The squadron commander may, upon review of the aircrew member's records, downgrade the aircrew member to UQ status if determined that the discrepancy warrants such action.

**Table 4.8. Non-RAP Flight Crew Currency Requirements.**

TRAINING EVENT	CREW POSITION	FREQUENCY
Takeoff	AC, CP	45 days
Landing	AC, CP	45 days
Night Landing	AC,CP	120 days
Touch-and-go	IP	45 days
Instrument Approach	AC, CP	45 days
Air Refueling	AC	45 days

TRAINING EVENT	CREW POSITION	FREQUENCY
Night Air Refueling	AC	120 days
Autopilot Off	AC	180 days
Air Refueling Rendezvous	NAV	90 days
Pilot Proficiency Sortie	AC, CP	90 days
Sortie	NAV, FE	60 days
Instructor/SEFE Sortie	Instructor/SEFE Pilot, NAV, FE	90 days

**Table 4.9. Non-RAP Mission Crew Currency Requirements.**

TRAINING EVENT	CREW POSITION	FREQUENCY
Sortie	MCC, DMCCs, SDs, SMOs, SDTs AWOs, AOTs AIO/Ts, ATSSs, CSTs, AMSSs	60 days
Instructor/Evaluator Sortie	Instructor/SEFE: MCC, DMCCs, SDs, SMOs, SDTs AWOs, AOTs AIO/Ts, ATSSs, CSTs, AMSSs	90 days
Attack Support	SD, SMO, AWO	90 days

4.12.8. If an aircrew member fails to complete any training requirement(s) and the squadron commander determines the training deficiency warrants downgrading the qualification of the crewmember, the crewmember may be downgraded to N-BMC, N-CMR or UQ. Currency/requalification will be IAW [Table 4.25](#). or [Table 4.25](#).

#### 4.13. Special Categories:

4.13.1. Flight Surgeon (FS) flying rates and requirements will be IAW AFI 11-202V1 and [Table 4.10](#).

**Table 4.10. Flight Surgeon Continuation Flight Training Requirements.**

CODE	TRAINING EVENT	ANNUAL	SEMI-ANNUAL	NOTE
	Sortie	12	6	1,2,4
	Night Sortie	2	1	3,5

#### NOTES:

1. MAJCOM establishes procedures for flight surgeons to regain flying currency (AFI 11-401).
2. Only one sortie is creditable per single calendar day
3. 1 hour or more is required for a night sortie and only one night sortie may be logged on a Non-Primary assigned aircraft annually
4. Flights on Non-Primary assigned aircraft-limited to six flights annually; three flights semi-annually
5. Dual log with Sortie.

**4.14. BAQ/BMC/CMR Training Requirements (Flight Crew):**

**4.14.1. Ground Training Requirements.** All BAQ/BMC/CMR flight crewmembers must complete the applicable training events IAW [Table 4.2.](#) or [Table 4.4.](#), as applicable.

**4.14.2. Flying Training.** All aircrew members will accomplish the requirements as shown on [Table 4.15.](#), [Table 4.16.](#), and [Table 4.17.](#), as applicable. Failure to accomplish these requirements will not affect BAQ, BMC, or CMR status but will require additional training as determined by the SQ/CC.

**4.14.2.1. Basic Aircraft Qualification (BAQ) Requirements.**

4.14.2.1.1. Qualification Evaluation IAW AFI 11-202V2.

4.14.2.1.2. Currencies.

4.14.2.1.3. BAQ aircrew members will fly a supervised sortie (with a squadron supervisor or instructor) at least once every 60-calendar days, and sortie will be documented in the member's training folder.

4.14.2.1.4. Aircrew remaining in BAQ status longer than 6 months will be grounded (except members authorized BAQ status).

**4.14.2.2. Basic Mission Capable (BMC) Requirements.**

4.14.2.2.1. Mission Evaluation IAW AFI 11-202V2.

4.14.2.2.2. Currencies.

4.14.2.2.3. Sortie rate (lookback) IAW [Table 4.11.](#), [Table 4.12.](#), and paragraph [4.19.](#)

**Table 4.11. AC, FP, CP, and FE RAP Monthly and 3-Month Lookback.**

LOOKBACK PERIOD	TRAINING EVENT	NOTES	BMC I/E	CMR I/E
Monthly	Sortie/System Ops	1	2/1	2/1
3-Month	Sortie/System Ops	1	6/3	8/5
I/E = Inexperienced/Experienced				
<b>Note:</b> 1. Instructors/Evaluators accomplish 50 percent of experienced RAP requirements, but not less than one where only one is required.				

**Table 4.12. NAV/DSO RAP Monthly and 3-Month Lookback.**

LOOKBACK PERIOD	TRAINING EVENT	NOTES	BMC I/E	CMR I/E
Monthly	System Ops	1	1/1	2/1
3-Month	System Ops	1	4/3	6/4
I/E = Inexperienced/Experienced				
<b>Note:</b> 1. Instructors/Evaluators accomplish 50 percent of experienced RAP requirements but not less than one where only one is required.				

4.14.2.2.4. BMC aircrew members fly RAP sorties and/or events per this instruction and as authorized by the SQ/CC, based on their PAI; experience and proficiency levels.

4.14.2.2.5. Ground training requirements related to applicable RAP sorties/events.

4.14.2.2.6. Ground Training Chemical Warfare Training IAW paragraph 5.9. Ground Training Chemical Warfare Training IAW paragraph 5.9.

4.14.2.3. Combat Mission Ready (CMR) requirements:

4.14.2.3.1. Currencies.

4.14.2.3.2. Performance satisfactory to the SQ/CC.

4.14.2.3.3. Mission Evaluation IAW AFI 11-202V2.

4.14.2.3.4. Sortie rate (lookback) IAW Table 4.11., Table 4.12., and paragraph 4.19.

4.14.2.3.5. CMR aircrew members fly RAP sorties and events IAW the procedures set forth in this instruction. (Failure to accomplish RAP-tasks mission types may be waived by the SQ/CC as long as total RAP sorties are accomplished. Report waiver IAW para 1.12.).

4.14.2.3.6. Ground training requirements related to applicable RAP sorties/events.

4.14.2.3.7. Ground Training Chemical Warfare Training IAW paragraph 5.9.

4.14.2.4. Special Capabilities/Qualification requirements:

4.14.2.5. Specialized training IAW Chapter 5 and guiding syllabi.

4.14.2.6. Sortie requirements IAW this instruction.

4.14.2.7. Failure to accomplish the requirements specified in this document requires loss of designation/qualification.

4.14.2.8. Re-certification/Re-qualification is IAW Table 4.25.

#### 4.15. Definitions and Criteria for Training Events (Flight Crew):

**4.15.1. ATD.** ATD sorties provide a flight crewmember with effective training in his/her primary duties using the applicable simulator. Effective ATD sorties are used to track each flight crewmember's RAP status in annual ATD training. See Table 4.13. and Table 4.14.. The requirements for effective ATD training sorties for AC, FP, CP, and FE crew positions are as follows:

**Table 4.13. AC, FP, CP, and FE RAP Annual ATD Training Requirements.**

TRAINING EVENT	NOTES	BMC I/E	CMR I/E
Scenario Sortie	1,2	8/8	8/8
Instrument Sortie	1,2	4/2	4/2
I/E = Inexperienced/Experienced			

TRAINING EVENT	NOTES	BMC I/E	CMR I/E
<b>Notes:</b> 1. No more than four precision approaches, four nonprecision approaches, and four SEFTOCs may be credited from flight ATD sorties each annual period. 2. Until the 93 ACW upgrades to a fully operational E-8 simulator, annual ATD training requirements for all RAP levels is 6 scenario sorties per year and instrument sorties are waived. In the event of proration, the scenario requirement is rounded to the nearest multiple of 3.			

**Table 4.14. Instructor/Evaluator Qualified AC and FE RAP Annual ATD Training Requirements.**

TRAINING EVENT	NOTES	BMC	CMR
Scenario Sortie	1,2	4	4
<b>Note:</b> 1. No more than four precision approaches, four nonprecision approaches, and four SEFTOCs may be credited from flight ATD instrument sorties each annual period. 2. Until the 93 ACW upgrades to a fully operational E-8 simulator, annual ATD training requirements for all RAP levels is 3 scenario sorties per year. Scenario sorties for instructor qualified AC and FE will not be prorated unless computed prorated amount is 1 scenario sortie.			

**4.15.1.1. Scenario Sortie.** Four-hour scenario sorties include normal and emergency procedures IAW operational flight trainer course training documents. An effective simulator sortie consists of, as a minimum, 75 percent of training objectives accomplished.

**4.15.1.2. Instrument Sortie.** Two-hour instrument sorties focus on instrument procedures IAW operational flight trainer course training documents. An effective simulator sortie requires a minimum of 45 minutes of instrument terminal procedures per pilot.

**4.15.2. Flying Training.** Flying training sorties provide a flight crewmember with effective in-flight training in his/her primary duties. Effective training sorties are tracked to determine each aircrew member's RAP status in the monthly, 3-month lookback, annual flying training, and each crewmember's currency. Aircrew members receive credit for effective flying training sorties by logging the specific training events, system ops and/or I/E sortie depending on their crew position and the duties performed on the E-8 sortie flown. See [Table 4.15.](#), [Table 4.16.](#), and [Table 4.17.](#) The requirements for effective training sorties for each crew position are as follows:

**4.15.2.1. AC, FP, and CP:**

**4.15.2.1.1. Pilot Proficiency Sorties.** Pilot logs .7 hours of primary flight time and accomplishes the following during one crew duty day:

**4.15.2.1.1.1. Precision Approach** (both PAR and ILS if available).

**4.15.2.1.1.2. Nonprecision Approach.**

**4.15.2.1.1.3. VFR Pattern:** If a nonprecision approach, air refueling, emergency procedures, or VFR pattern cannot be accomplished due to weather, a minimum of .7 hours of simulated or actual instrument approaches will be flown.

4.15.2.1.1.4. Emergency procedures will include, as a minimum (weather permitting), simulated 3-engine approach and missed approach; simulated 3-engine landing and SEFTOC.

**4.15.2.1.1.5. Air Refueling (If Available).**

**4.15.2.1.2. I/E Sortie.** Instructor supervises a qualified or UQ pilot. Students may be in E-8 QT, UGT, or be UQ, BAQ, BMC, or CMR crewmembers requiring training or currency/requalification. Evaluator performs a flight evaluation.

**4.15.2.1.3. Air Refueling.** Pilots perform multiple closures to contact with a minimum of 5 minutes of contact time. Total air refueling time is at least 10 minutes.

**4.15.2.1.4. Retrograde Operations.** Retrograde operations include initiation of Phase I and Phase II procedures. If airspace permits, Phase III will be accomplished consistent with safety of flight considerations and desired learning objectives.

**4.15.2.1.5. Large Force Employment (LFE).** Conduct planning and employment of the E-8 to support a composite exercise in which targeting information (voice or data) is provided to any element(s) of an integrated force package during suppression of enemy air defense, strike, close air support, close-in fire support, or against elements of an organized OPFOR, such as a regimental-sized maneuver force.

**4.15.2.1.6. Combat Search and Rescue (CSAR).** Employ the E-8 during an exercise scenario in which threat warning/route monitoring is provided for extraction forces and/or support forces (RESCORT, SOF, EW, refueling) during the detection, location, identification, extraction and transportation of isolated personnel from contested territory. This requirement may also be met by providing C3 functions (airborne mission commander, on-scene commander, communications support) to a CSAR mission.

**4.15.3. NAV/DSO:**

**4.15.3.1. System Ops.** The NAV/DSO performs a significant portion of the associated duties beyond mission planning which are required for successful mission accomplishment. Events must include performing preflight or post-flight duties and some part of the duties associated with the on-station phase of flight to include the use of DSO equipment as available/required (i.e., secure communications equipment, JTIDS link information, broadcast intelligence data, and E-8 retrograde operations).

**4.15.3.2. I/E Sortie.** Instructor supervises a qualified or UQ NAV/DSO. Students may be in E-8 QT, UGT, or be UQ, BAQ, BMC, or CMR crewmembers requiring training or currency/requalification. Evaluator performs a flight evaluation.

**4.15.3.3. Air Refueling Rendezvous.** The NAV/DSO successfully utilizes all available equipment to direct the rendezvous to one NM from the tanker.

**4.15.3.4. Retrograde Operations.** Retrograde operations include initiation of Phase I and Phase II procedures. If airspace permits, Phase III will be accomplished consistent with safety-of-flight considerations and desired learning objectives.

**4.15.3.5. Large Force Employment (LFE).** Conduct planning and employment of the E-8 to support a composite exercise in which targeting information (voice or data) is provided to any element(s) of an integrated force package during suppression of enemy air defense, strike, close air

support, close-in fire support, or against elements of an organized OPFOR, such as a regimental-sized maneuver force.

**4.15.3.6. Combat Search and Rescue (CSAR).** Employ the E-8 during an exercise scenario in which threat warning/route monitoring is provided for extraction forces and/or support forces (RESCORT, SOF, EW, refueling) during the detection, location, identification, extraction and transportation of isolated personnel from contested territory. This requirement may also be met by providing C3 functions (airborne mission commander, on-scene commander, communications support) to a CSAR mission.

#### **4.15.4. FE:**

**4.15.4.1. System Ops.** The FE accomplishes all associated duties to include mission planning, preflight, takeoff, in-flight duties and landing.

**4.15.4.2. I/E Sortie.** Instructor supervises a qualified or UQ FE. Students may be in E-8 QT, UGT, or be UQ, BAQ, BMC, or CMR crewmembers requiring training or currency/requalification. Evaluator performs a flight evaluation.

**Table 4.15. AC, FP, and CP RAP Annual Flying Training Requirements.**

TRAINING EVENT	NOTES	BMC I/E	CMR I/E
Sortie	5	24/12	30/18
Takeoff	1	24/16	28/20
Landing	2,6	24/16	28/20
Night Landing	2,6	4/4	6/4
Pilot Proficiency Sortie	5,10	8/6	10/8
Precision Approach	3,7,8	16/10	20/14
Nonprecision Approach	7,8	12/8	16/12
Circling Approach		4/4	4/4
Air Refueling (Night)	4,9	4/4	6/4
Air Refueling	4,9	10/8	12/10
Air Refueling (Tanker Autopilot Off)	4,9	4/4	6/4
3 Engine Approach/ Missed Approach	7	8/6	10/8
3 Engine Landing	6	8/6	10/8
Simulated Engine Failure Takeoff Continued (SEFTOC)		8/6	10/8
Retrograde Ops		4/4	4/4
Large Force Employment		2/2	2/2
Combat Search and Rescue		2/2	2/2
I/E = Inexperienced/Experienced			



TRAINING EVENT	NOTES	BMC I/E	CMR I/E
<b>Notes for Table 4.15.:</b> 1. Takeoffs may be logged when actually controlling the aircraft during initial takeoff, touch-and-go, or takeoffs from full stop taxi backs. 2. Log both a landing and a night landing when performing a night landing. 3. ILS and PAR approaches may be substituted for each other depending on available facilities. 4. Log a night air refueling and a tanker autopilot off air refueling with air refueling when applicable. 5. Log both a sortie and a pilot proficiency sortie for flying a pilot proficiency sortie. 6. Log both a 3-engine landing and night landing with a landing when applicable. 7. Log a non-precision approach or precision approach with a 3-engine approach/missed approach when flown together. 8. No more than four precision approaches, four non-precision approaches, and four SEFTOCs may be credited from flight ATD instrument sorties each annual period. 9. Copilots and BAQ pilots are not required to maintain air-refueling qualification. 10. A qualified instructor pilot is scheduled for all pilot proficiency sorties.			

**Table 4.16. NAV/DSO RAP Annual Flying Training Requirements.**

TRAINING EVENT	NOTE	BMC I/E	CMR I/E
System Ops	1	16/12	24/16
Air Refueling Rendezvous	1	8/6	10/8
Retrograde Ops		4/4	4/4
Large Force Employment		2/2	2/2
Combat Search and Rescue		2/2	2/2
I/E = Inexperienced/Experienced			
<b>Note:</b> 1. Instructors/Evaluators accomplish 50 percent of experienced RAP requirements but not less than one where only one is required.			

**Table 4.17. FE RAP Annual Flying Training Requirements.**

TRAINING EVENT	NOTE	BMC I/E	CMR I/E
System Ops	1	24/12	30/18
I/E = Inexperienced/Experienced			
<b>Note:</b> 1. Instructors/Evaluators accomplish 50 percent of experienced RAP requirements but not less than one where only one is required.			

**4.16. BAQ/BMC/CMR Training Requirements (Mission Crew):**

**4.16.1. Ground Training Requirements.** All BAQ/BMC/CMR mission crewmembers complete the applicable training events listed in [Table 4.2.](#) or [Table 4.4.](#), as applicable, in the given time period.

**4.16.2. ATD Requirements.** Mission crew annual ATD events are designed to provide specialized training to augment training available in-flight. To maintain their assigned RAP training, each mission crewmember completes all of the events listed in [Table 4.18.](#) during the annual training period. See paragraph [4.17.](#) for the definitions and criteria for each ATD event

**Table 4.18. MCC, DMCC, SD, SMO, SDT, AWO, AOT, AIO/T, ATSS, RAP Annual ATD Requirements.**

TRAINING EVENT	NOTE	BMC (I/E)	CMR (I/E)
Mission Scenario	1,2	6/4	8/6
I/E = Inexperienced/Experienced			
<b>Note:</b> 1. Instructors/Evaluators accomplish 50 percent of experienced RAP requirements. 2. 50 percent of mission scenario requirements may be accomplished in-flight with an internally driven scenario. When a Mission Scenario event is logged a Systems Ops will not be logged.			

**4.16.3. Flying Training Requirements:** All mission members will accomplish the requirements as shown on [Table 4.20.](#), [Table 4.21.](#), [Table 4.22.](#), [Table 4.23.](#), or [Table 4.24.](#), as applicable. Failure to accomplish these requirements will not affect BAQ, BMC, or CMR status but will require additional training as determined by the SQ/CC.

4.16.3.1. Basic Aircraft Qualification (BAQ) Requirements.

4.16.3.1.1. Qualification Evaluation IAW AFI 11-202V2.

4.16.3.1.2. Currencies.

4.16.3.1.3. BAQ mission crewmembers will fly a supervised sortie (with a squadron supervisor or instructor) at least once every 60-calendar days, and sortie will be documented in member's training folder.

4.16.3.1.4. Aircrew remaining in BAQ status longer than 6 months will be grounded (except members authorized BAQ status).

4.16.3.2. Basic Mission Capable (BMC) Requirements.

4.16.3.2.1. Mission Evaluation IAW AFI 11-202V2.

4.16.3.2.2. Currencies.

4.16.3.2.3. Sortie rate (lookback) IAW [Table 4.19.](#) and paragraph [4.19.](#)

**Table 4.19. MCC, DMCC, SD, SMO, SDT, AWO, AOT, AIO/T, ATSS, CST, AMSS RAP Monthly and 3-Month Lookback.**

LOOKBACK PERIOD	TRAINING EVENT	NOTE	BMC (I/E)	CMR (I/E)
Monthly	System Ops	1	1/1	2/1

LOOKBACK PERIOD	TRAINING EVENT	NOTE	BMC (I/E)	CMR (I/E)
3-Month	System Ops	1	4/3	6/4
I/E = Inexperienced/Experienced				
<b>Note:</b> 1. Instructors/Evaluators accomplish 50 percent of experienced RAP requirements but not less than one where only one is required.				

4.16.3.2.4. BMC mission crewmembers fly RAP sorties and/or events per this instruction and as authorized by the SQ/CC, based on their PAI experience and proficiency.

4.16.3.2.5. Ground training requirements related to applicable RAP sorties/events.

4.16.3.2.6. Ground Training Chemical Warfare Training IAW paragraph 5.9.

4.16.3.3. Combat Mission Ready (CMR) requirements:

4.16.3.3.1. Currencies.

4.16.3.3.2. Performance satisfactory to the SQ/CC.

4.16.3.3.3. Mission Evaluation IAW AFI 11-202V2.

4.16.3.3.4. Sortie rate (lookback) IAW Table 4.19., and paragraph 4.19.

4.16.3.3.5. CMR mission crewmembers fly RAP sorties and events IAW the procedures set forth in this instruction. (Failure to accomplish RAP-tasks mission types may be waived by the SQ/CC as long as total RAP sorties are accomplished. Report waiver IAW para 1.12.).

4.16.3.3.6. Ground training requirements related to applicable RAP sorties/events.

4.16.3.3.7. Ground Training Chemical Warfare Training IAW paragraph 5.9.

4.16.3.4. Special Capabilities/Qualification requirements:

4.16.3.5. Specialized training IAW Chapter 5 and guiding syllabi.

4.16.3.6. Sortie requirements IAW this instruction.

4.16.3.7. Failure to accomplish the requirements specified in this document requires loss of designation/qualification.

4.16.3.8. Re-certification/Re-qualification is IAW Table 4.26.

#### 4.17. Definitions and Criteria for Training Events (Mission Crew):

**4.17.1. ATD.** Effective ATD sorties will provide a mission crewmember with effective training in his/her primary duties using the applicable ATD. Effective ATD sorties are used to track each mission crewmember's RAP status in annual ATD requirements. The requirements for an effective ATD sortie are as follows:

**4.17.1.1. Mission Scenario.** Crewmembers mission plan, brief, conduct the mission ATD scenario, and debrief with the entire crew required to meet the ATD scenario objectives. Mission scenarios are developed to prepare crews for CT, operational and exercise deployments. Instructors/

evaluators may not credit a mission scenario through the performance of instructor/evaluator duties.

**4.17.2. Flying Training.** Effective flying training sorties provide a mission crewmember with effective in-flight training in his/her primary duties. Effective training sorties are used to track each mission crewmember's RAP status in the monthly, 3-month lookback, annual flying training and each crewmember's currency. Mission crewmembers receive credit for effective training sorties by logging system ops, I/E sorties, along with specific training events depending on their crew position and the duties performed on the E-8 sortie flown. See [Table 4.20.](#), [Table 4.21.](#), [Table 4.22.](#), [Table 4.23.](#), [Table 4.24.](#) and [Table 4.25.](#) The requirements for effective RAP training sorties for each crew positions are as follows:

#### **4.17.2.1. MCC:**

**4.17.2.1.1. System Ops.** With the radar declared operational and the E-8 declared ops normal or on-station, the MCC performs/supervises battle management functions, and manages the performance of all mission crew sections required to accomplish the mission. Performs duties as the primary MCC for approximately 50 percent of the mission. The intent is to not have more than two MCCs log system ops in any given single sortie. The MCC is the final authority for determining mission crew training effectiveness for the sortie.

**4.17.2.1.2. Retrograde Operations.** Retrograde operations include initiation of Phase I and Phase II procedures. If airspace permits, Phase III will be accomplished consistent with safety of flight considerations and desired learning objectives.

**4.17.2.1.3. Large Force Employment (LFE).** Conduct planning and employment of the E-8 to support a composite force exercise by utilizing the system to provide targeting information (voice or data) to any element(s) of an integrated force package during suppression of enemy air defense, strike, close air support, close-in fire support, or against elements of an organized OPFOR, such as a regimental-sized maneuver force. Perform/supervise battle management functions during all phases of the LFE.

**4.17.2.1.4. Combat Search and Rescue (CSAR).** Employ the E-8 during an exercise scenario to provide threat warning/route monitoring for extraction forces and/or support forces (RESCORT, SOF, EW, refueling) during the detection, location, identification, extraction and transportation of isolated personnel from contested territory. This requirement may also be met by providing C3 functions (airborne mission commander, on-scene commander, communications support) to a CSAR mission.

**4.17.2.1.5. I/E Sortie.** Instructor supervises a qualified or UQ MCC. Students may be in E-8 QT, UGT or be UQ, BAQ, BMC, or CMR crewmembers requiring training or currency/requalification. Evaluator performs a flight evaluation.

#### **4.17.2.2. DMCC:**

**4.17.2.2.1. System Ops.** With the radar declared operational and the E-8 declared ops normal or on-station, the DMCC ensures surveillance, targeting and attack control priorities are met. The DMCC coordinates with the MCC for mission completion. Performs duties as the primary DMCC for approximately 50 percent of the mission. The intent is to not have more than two DMCCs log system ops in any given single sortie.

**4.17.2.2.2. Large Force Employment (LFE).** Conduct planning and employment of the E-8 to support a composite force exercise by utilizing the system to provide targeting information (voice or data) to any element(s) of an integrated force package during suppression of enemy air defense, strike, close air support, close-in fire support, or against elements of an organized OPFOR, such as a regimental-sized maneuver force.

**4.17.2.2.3. Combat Search and Rescue (CSAR).** Employ the E-8 during an exercise scenario to provide threat warning/route monitoring for extraction forces and/or support forces (RESCORT, SOF, EW, refueling) during the detection, location, identification, extraction and transportation of isolated personnel from contested territory. This requirement may also be met by providing C3 functions (airborne mission commander, on-scene commander, communications support) to a CSAR mission.

**4.17.2.2.4. I/E Sortie.** Instructor supervises a qualified or UQ DMCC. Students may be in E-8 QT, UGT or be UQ, BAQ, BMC, or CMR crewmembers requiring training or currency/requalification. Evaluator performs a flight evaluation.

#### **4.17.2.3. SD:**

**4.17.2.3.1. System Ops.** The SD determines surveillance, command and control and attack support objectives. With the radar declared operational and the E-8 declared ops normal or on-station, the SD performs battle management functions within the AOR to include: planning, procuring, allocating, tasking, and monitoring combat assets. Performs duties as the primary SD for approximately 50 percent of the mission. The intent is to not have more than two SDs log system ops on one sortie.

**4.17.2.3.2. Sensor Setup.** The SD performs a complete sensor setup to include: configuring applicable tabular displays (TDs), configuring and checking the radar presentation to ensure it is operating properly and taking corrective actions, as necessary. The SD may log this event, if completed, even when the requirements for system ops are not met.

**4.17.2.3.3. Sensor Operations.** The SD will configure and optimize sensor systems, execute timeline management to accomplish assigned mission, and coordinate to correct sensor deficiencies, as required. The SD must perform sensor operation for at least 30 uninterrupted minutes of on-station time in order to log this event.

**4.17.2.3.4. EA/EP .** The SD must encounter jamming and take appropriate countermeasures. If countermeasures cannot be taken due to peacetime, theater or operational limitations, then the SD should discuss the appropriate actions with the SMO. Jamming encountered for this event to be logged must be from a dedicated resource.

**4.17.2.3.5. Attack Support.** The SD must provide direct support to an attack or reconnaissance asset that results in the successful acquisition or prosecution of a target. Assets can include: fixed or rotary wing aircraft, tactical air control party, or other fire units (army artillery, naval gunfire, etc.). One attack support event is defined as direct support to one asset or set of assets from check-in to check out.

**4.17.2.3.6. Large Force Employment (LFE).** Conduct planning and employment of the E-8 to support a composite force exercise by utilizing the system to provide targeting information (voice or data) to any element(s) of an integrated force package during suppression of enemy air defense, strike, close air support, close-in fire support, or against elements of an organized

OPFOR, such as a regimental-sized maneuver force. Perform/supervise operations section battle management functions during all phases of the LFE.

**4.17.2.3.7. Combat Search and Rescue (CSAR).** Employ the E-8 during an exercise scenario to provide threat warning/route monitoring for extraction forces and/or support forces (RESCORT, SOF, EW, refueling) during the detection, location, identification, extraction and transportation of isolated personnel from contested territory. This requirement may also be met by providing C3 functions (airborne mission commander, on-scene commander, communications support) to a CSAR mission.

**4.17.2.3.8. I/E Sortie.** Instructor supervises a qualified or UQ SD/SMO/AWO. Students may be in E-8 QT, UGT, or be UQ, BAQ, BMC, or CMR crewmembers requiring training or recurrency/requalification. Evaluator performs a flight evaluation.

#### **4.17.2.4. SMO:**

**4.17.2.4.1. System Ops.** The SMO employs the E-8 sensors; providing for the accurate collection, display and dissemination of the sensor data. With the radar declared operational and the E-8 declared ops normal or on-station, the SMO ensures quality sensor data in support of the operational strategy, monitors system performance, and facilitates JTIDS link. Performs primary duties as SMO for approximately 50 percent of the mission. The intent is to not have more than two SMOs log system ops in any given single sortie.

**4.17.2.4.2. Sensor Operation.** The SMO will configure and optimize sensor systems and execute timeline management to accomplish the assigned mission, coordinate to correct sensor problems as required.

**4.17.2.4.3. Sensor Setup.** The SMO performs a complete sensor setup to include configuring applicable tabular displays (TDs), configuring and checking the radar and presentation to ensure it is operating properly and taking corrective actions as necessary. The SMO can log this event even if the requirements for system ops are not met.

**4.17.2.4.4. EA/EP .** The SMO must encounter jamming and take appropriate countermeasures. If countermeasures cannot be taken due to peacetime, theater or operational limitations, then the SMO should discuss the appropriate actions with the SD. Jamming encountered for this event to logged must be from a dedicated resource.

**4.17.2.4.5. Attack Support.** The SMO must provide direct support to an attack or reconnaissance asset that results in the successful acquisition or prosecution of a target. Assets may include: fixed or rotary wing aircraft, tactical air control party, other fire units (army artillery, naval gunfire, etc.). One attack support event is defined as direct support to one asset or set of assets from check-in to check-out.

**4.17.2.4.6. Large Force Employment (LFE).** Conduct planning and employment of the E-8 to support a composite force exercise by utilizing the system to provide targeting information (voice or data) to any element(s) of an integrated force package during suppression of enemy air defense, strike, close air support, close-in fire support, or against elements of an organized OPFOR, such as a regimental-sized maneuver force. Provide sensor support and assist with battle management functions (as required) during all phases of the LFE.

**4.17.2.4.7. Combat Search and Rescue (CSAR).** Optimize sensor systems during an exercise scenario to support threat warning/route monitoring for extraction forces and/or support

forces (RESCORT, SOF, EW, refueling) during the detection, location, identification, extraction and transportation of isolated personnel from contested territory. This requirement may also be met by providing C3 functions (airborne mission commander, on-scene commander, communications support) to a CSAR mission.

**4.17.2.4.8. I/E Sortie.** Instructor supervises a qualified or UQ SMO/AWO. Students may be in E-8 QT, UGT, or be UQ, BAQ, BMC, or CMR crewmembers requiring training or currency/requalification. Evaluator performs a flight evaluation.

#### **4.17.2.5. SDT:**

**4.17.2.5.1. System Operations.** The SDT evaluates tasks and develops surveillance strategy to accomplish the mission objectives. With the radar declared operational and the E-8 declared ops normal or on-station, the SDT performs battle management functions and assists in the management and supervision of the operations section. Performs primary duties as a SDT for approximately 50 percent of the mission. The intent is to not have more than two SDTs log system ops in any given single sortie.

**4.17.2.5.2. Large Force Employment (LFE).** Conduct planning and employment of the E-8 to support operations section objectives and taskings during a composite force exercise to facilitate direct targeting support (voice or data) to any element(s) of an integrated force package during suppression of enemy air defense, strike, close air support, close-in fire support, or against elements of an organized OPFOR, such as a regimental-sized maneuver force.

**4.17.2.5.3. Combat Search and Rescue (CSAR).** Employ the E-8 during an exercise scenario to provide threat warning/route monitoring for extraction forces and/or support forces (RESCORT, SOF, EW, refueling) during the detection, location, identification, extraction and transportation of isolated personnel from contested territory. This requirement may also be met by providing C3 functions (airborne mission commander, on-scene commander, communications support) to a CSAR mission.

**4.17.2.5.4. I/E Sortie.** Instructor supervises a qualified or UQ SDT/AOT. Students may be in E-8 QT, UGT, or be UQ, BAQ, BMC, or CMR crewmembers requiring training or currency/requalification. Evaluator performs a flight evaluation.

#### **4.17.2.6. AWO:**

**4.17.2.6.1. System Ops.** The AWO is the primary coordinator between the E-8 and attack assets, providing near real time target information and threat updates. With the E-8 declared ops normal or on-station, the AWO executes surveillance, command and control and attack support functions within the AOR. Performs duties as AWO for approximately 50 percent of the mission. The intent is to not have more than two AWOs per assigned OWS log system ops on one sortie.

**4.17.2.6.2. Attack Support.** The AWO must provide direct support to an attack or reconnaissance asset that results in the successful acquisition or prosecution of a target. Assets can include fixed or rotary wing aircraft, tactical air control party, or other fire units (army artillery, naval gunfire, etc.). One attack support event is defined as direct support to one asset or set of assets from check-in to check-out.

**4.17.2.6.3. Large Force Employment (LFE).** Conduct planning and employment of the E-8 to support a composite force exercise utilizing system resources providing targeting informa-

tion (voice or data) to any element(s) of an integrated force package during suppression of enemy air defense, strike, close air support, close-in fire support, or against elements of an organized OPFOR, such as a regimental-sized maneuver force.

**4.17.2.6.4. Combat Search and Rescue (CSAR).** Employ the E-8 during an exercise scenario to provide threat warning/route monitoring for extraction forces and/or support forces (RESCORT, SOF, EW, refueling) during the detection, location, identification, extraction and transportation of isolated personnel from contested territory. This requirement may also be met by providing C3 functions (airborne mission commander, on-scene commander, communications support) to a CSAR mission.

**4.17.2.6.5. I/E Sortie.** Instructor supervises a qualified or UQ AWO. Students may be in E-8 QT, UGT, or be UQ, BAQ, BMC, or CMR crewmembers requiring training or currency/requalification. Evaluator performs a flight evaluation.

#### **4.17.2.7. AOT:**

**4.17.2.7.1. System Ops.** With the radar declared operational and the E-8 declared ops normal or on-station, the AOT executes surveillance functions. Responsibilities include detection, tracking, monitoring, track classification, reporting, and target development within the assigned AOR. Performs primary duties as an AOT for approximately 50 percent of the mission. The intent is to not have more than two AOTs per assigned OWS log system ops in any given single sortie.

**4.17.2.7.2. Large Force Employment (LFE).** Conduct planning and employment of the E-8 to support a composite force exercise by providing target detection, target development, tracking, monitoring, track classification and reporting. Surveillance functions should contribute to targeting support to any element of an integrated force package during suppression of enemy air defense, strike, close air support, close-in fire support, or against elements of an organized OPFOR, such as a regimental-sized maneuver force.

**4.17.2.7.3. Combat Search and Rescue (CSAR).** Employ the E-8 during an exercise scenario to provide threat warning/route monitoring for extraction forces and/or support forces (RESCORT, SOF, EW, refueling) during the detection, location, identification, extraction and transportation of isolated personnel from contested territory. This requirement may also be met by providing C3 functions (airborne mission commander, on-scene commander, communications support) to a CSAR mission.

**4.17.2.7.4. I/E Sortie.** Instructor supervises a qualified or UQ AOT. Students may be in E-8 QT, UGT, or be UQ, BAQ, BMC, or CMR crewmembers requiring training or currency/requalification. Evaluator performs a flight evaluation.

#### **4.17.2.8. AIO/T:**

**4.17.2.8.1. System Ops.** With the radar declared operational and the E-8 declared ops normal or on-station, the AIO/AIT collects, fuses, analyzes and disseminates mission related intelligence to the E-8 crew. Performs primary duties as an AIO/AIT for approximately 50 percent of the mission. The intent is to not have more than two AIO/AITs per assigned OWS log system ops in any given single sortie.

**4.17.2.8.2. Broadcast Intelligence.** The AIO/T must initialize, configure, and operate the broadcast intelligence system.



**4.17.2.8.3. Retrograde Operations.** Retrograde operations include initiation of Phase I and Phase II procedures. If airspeed permits, Phase III will be accomplished consistent with safety of flight considerations and desired learning objectives.

**4.17.2.8.4. Large Force Employment (LFE).** Conduct planning and employment of the E-8 to support a composite force exercise by providing threat warning, target development and target identification support during suppression of enemy air defense, strike, close air support, close-in fire support, or supporting air and ground fires against an organized OPFOR, such as a regimental-sized maneuver force.

**4.17.2.8.5. Combat Search and Rescue (CSAR).** Employ the E-8 during an exercise scenario to provide threat warning/route monitoring for extraction forces and/or support forces (RESCORT, SOF, EW, refueling) during the detection, location, identification, extraction and transportation of isolated personnel from contested territory. This requirement may also be met by providing C3 functions (airborne mission commander, on-scene commander, communications support) to a CSAR mission.

**4.17.2.8.6. I/E Sortie.** Instructor supervises a qualified or UQ AIO/AIT. Students may be in E-8 QT, UGT, or be UQ, BAQ, BMC, or CMR crewmembers requiring training or currency/requalification. Evaluator performs a flight evaluation.

#### **4.17.2.9. ATSS:**

**4.17.2.9.1. System Ops.** With the radar declared operational and the E-8 declared ops normal or on-station, the ATSS manages the Army requirements for radar allocation and collection priorities. The ATSS is the primary coordinator between the E-8 and Common Ground Station modules (CGSs); and is responsible for ensuring ground objectives are fulfilled. Performs assigned duties as ATSS for approximately 50 percent of the mission. The intent is to not have more than two ATSSs per assigned OWS log system ops in any given single sortie.

**4.17.2.9.2. Large Force Employment (LFE).** Conduct planning and employment of the E-8 to support a composite force exercise utilizing system resources providing targeting information (voice or data) to any element(s) of an integrated force package during suppression of enemy air defense, strike, close air support, close-in fire support, or against elements of an organized OPFOR, such as a regimental-sized maneuver force.

**4.17.2.9.3. Combat Search and Rescue (CSAR).** Employ the E-8 during an exercise scenario to provide threat warning/route monitoring for extraction forces and/or support forces (RESCORT, SOF, EW, refueling) during the detection, location, identification, extraction and transportation of isolated personnel from contested territory. This requirement may also be met by providing C3 functions (airborne mission commander, on-scene commander, communications support) to a CSAR mission.

**4.17.2.9.4. I/E Sortie.** Instructor supervises a qualified or UQ ATSS. Students may be in E-8 QT, UGT, or be UQ, BAQ, BMC, or CMR crewmembers requiring training or currency/requalification. Evaluator performs a flight evaluation.

#### **4.17.2.10. CST:**

**4.17.2.10.1. System Ops.** CST operates and maintains communications equipment to meet planned mission objectives. Performs primary duties as a CST for approximately 50 percent of

the mission. The intent is to not have more than two CSTs per assigned OWS log system ops in any given single sortie.

**4.17.2.10.2. JTIDS.** CST must establish a JTIDS link with another airborne or ground agency in order to log this event. There must be a successful transfer of messages between terminals. However, the link does not have to be declared operational.

**4.17.2.10.3. SCDL.** The CST will establish a SCDL link with Army Common Ground Station module(s) (CGS). There must be a successful transfer of data.

**4.17.2.10.4. Connectivity Package.** The CST will establish a communication enhancement link with a broadcast communication source. There must be successful receipt of information by the onboard user.

**4.17.2.10.5. I/E Sortie.** Instructor supervises a qualified or UQ CST. Students may be in E-8 QT, UGT, or be UQ, BAQ, BMC, or CMR crewmembers requiring training or currency/requalification. Evaluator performs a flight evaluation.

**4.17.2.11. AMSS:**

**4.17.2.11.1. System Ops.** AMSS operates, maintains or troubleshoots sensor systems or computer systems in-flight to support mission requirements. Performs primary duties as an AMSS for approximately 50 percent of the mission. The intent is to not have more than two AMSSs per assigned OWS log system ops in any given single sortie.

**4.17.2.11.2. I/E System Ops.** Instructor supervises a qualified or unqualified AMSS. Students may be in E-8 QT, UGT, or be UQ, BAQ, BMC, or CMR crewmembers requiring training or currency/requalification. Evaluator performs a flight evaluation.

**Table 4.20. MCC, DMCC, SD, SMO, AWO, AIO/T, SDT, AOT, ATSS RAP Annual Flying Training Requirements for LFE and CSAR.**

TRAINING EVENT	NOTE	BMC (I/E)	CMR (I/E)
Large Force Employment	1	2/2	2/2
Combat Search and Rescue	2	2/2	2/2
I/E = Inexperienced/Experienced			
<b>Notes:</b> 1. Examples of LFEs include (but are not limited to): Weapons School Mission Employment, Joint Suppression of Enemy Air Defense exercise, Joint Expeditionary Force Experiment, All Service Combat Identification Evaluation Team exercise, Air Warrior, Hornet's Nest, Foal Eagle and integrated E-8/E-3/RC-135 quarterly training events. 2. Events may be accomplished during LFEs if a CSAR profile is supported. Otherwise, log a CSAR event for any profile meeting the criteria.			

**Table 4.21. MCC, DMCC, SDT, AOT, AMSS RAP Annual Flying Training Requirements.**

TRAINING EVENT	NOTES	BMC (I/E)	CMR (I/E)
System Ops	1	16/12	24/16
Retrograde Ops	2	4/4	4/4

TRAINING EVENT	NOTES	BMC (I/E)	CMR (I/E)
I/E = Inexperienced/Experienced			
<b>Notes:</b> 1. Instructors/Evaluators accomplish 50 percent of experienced RAP requirements. 2. MCC Only.			

**Table 4.22. SD, SMO, AWO RAP Annual Flying Training Requirements.**

TRAINING EVENT	POSITION	NOTES	BMC (I/E)	CMR (I/E)
System Ops	SD/SMO/AWO	1	16/12	24/16
Sensor Setup	SD/SMO	1,4	10/8	12/10
Sensor Operation	SD/SMO	1,4	10/8	12/10
EA/EP	SD/SMO	1,2,4	4/4	4/4
Attack Support	SD/SMO/AWO	1,2,3,5	16/12	24/16
I/E = Inexperienced/Experienced				
<b>Notes:</b> 1. Instructors/Evaluators accomplish 50 percent of experienced RAP requirements, but not less than one where only one is required. 2. 50 percent of requirements may be accomplished by simulation (MCTS or airborne). 3. SD requirements are 25 percent and SMO requirements are 50 percent of those listed in table. 4. SD requirements are 25 percent of those listed in table. 5. There is a 90 day currency requirement for Attack Support.				

**Table 4.23. AIO/T RAP Annual Flying Training Requirements.**

TRAINING EVENT	NOTE	BMC (I/E)	CMR (I/E)
System Ops	1	16/12	24/16
Broadcast Intelligence	1	6/4	8/6
Retrograde Ops		4/4	4/4
I/E = Inexperienced/Experienced			
<b>Note:</b> 1. Instructors/Evaluators accomplish 50 percent of experienced RAP requirements.			

**Table 4.24. ATSS RAP Annual Flying Training Requirements.**

TRAINING EVENT	NOTE	BMC (I/E)	CMR (I/E)
System Ops	1	16/12	24/16
SCDL	1	4/4	4/4
I/E = Inexperienced/Experienced			
<b>Note:</b> 1. Instructors/Evaluators accomplish 50 percent of experienced RAP requirements.			

**Table 4.25. CST RAP Annual Flying Training Requirements.**

TRAINING EVENT	NOTE	BMC (I/E)	CMR (I/E)
System Ops	1	16/12	24/16
JTIDS	1	4/4	4/4
SCDL	1	4/4	4/4
Communications Enhancement	1	4/4	4/4
I/E = Inexperienced/Experienced			
<b>Note:</b> 1. Instructors/Evaluators accomplish 50 percent of experienced RAP requirements.			

**4.18. Currencies/Recurrencies/Requalification:**

**4.18.1. Currency.** Applicable crew position tables defines currency requirements for all aircrew members. If an aircrew member loses a particular currency, that sortie/event may not be performed except for the purpose of regaining currency as noted.

**4.18.2. Recurrency:**

4.18.2.1. Recurrency is required whenever an aircrew member does not meet any currency requirement in this instruction.

4.18.2.2. Overdue training requirements must be satisfied before the aircrew member is considered qualified to perform tasks applicable to that type of training. Training annotated as affecting CMR status will require regression to N-CMR until appropriate training as specified by SQ/CC is accomplished. Training identified as not affecting CMR status does not require regression from CMR, but may affect crewmember's deployment status. The duration of grounding and status of sortie lookback will determine the effect on CMR status.

4.18.2.3. Unless otherwise specified, supervisory requirements pertaining to recurrency may be satisfied in the flight position that offers the best control of the mission, as determined by the SQ/CC.

**4.18.3. Loss of/Requalification to Instructor Status.** Instructors will be decertified if:

4.18.3.1. They fail a flight check. To regain Instructor status, the instructor must successfully complete a flight check IAW AFI 11-202V2.

4.18.3.2. They fail a qualification, EPE, or instrument, examination. To regain instructor status, the instructor must successfully reaccomplish the written exam.

4.18.3.3. They become noncurrent in an event/sortie which causes removal from CMR/BMC status and the SQ/CC deems that loss of currency is of sufficient importance to require decertification. If the SQ/CC does not elect this option or if the instructor becomes noncurrent in events/sorties which do not require removal from CMR/BMC status, instructor status may be retained, but the instructor will not instruct in that event/sortie until the required currency is regained.

**4.19. Regression:**

4.19.1. Only RAP training and operational sorties may be used for lookback. If an aircrew member does not meet lookback requirements throughout the training cycle, SQ/CCs can:

4.19.1.1. Regress the aircrew member to a N-CMR/N-BMC status, as applicable; or,

4.19.1.2. Remove the aircrew member from a CMR manning position; or

4.19.1.3. Initiate action to remove the aircrew member from active flying status.

4.19.2. Failure to meet 1-month RAP sortie lookback requires a review of the aircrew member's 3-month sortie history. If the 3-month lookback has been met, aircrew members may, at SQ/CC discretion, remain CMR/BMC. Failure to meet the 3-month lookback will result in regression to N-CMR/N-BMC status as appropriate. The squadron commander may grant the individual a 30-day extension to complete RAP requirements by the next monthly review. The squadron commander's intention to use this probation period will be made in writing and documented in the individual's training folder. If probation is chosen, the only way to remove an aircrew member from probation and preserve the current status is to reestablish a 1-month lookback at the end of the probation period.

4.19.3. For CMR aircrew members regressed to N-CMR for lookback, the SQ/CC will approve a re-certification program to bring the aircrew member up to CMR standards. As a minimum, this program will consist of sorties equaling one-half of 1-month's RAP sortie requirement. BMC aircrew regressed to N-BMC must complete a unit commander directed re-certification program. Upon completion of the re-certification program, the aircrew member must also meet the subsequent 1-month lookback requirement prior to reclaiming CMR/BMC status. The sorties and events accomplished during the re-certification program may be credited towards their total/type sortie and event requirements for the annual training cycle.

4.19.4. Following initial and requalification course graduates assigned to BMC positions will meet the 1-month lookback to maintain BMC until a 3-month lookback is established. Requalification course graduates and individuals previously qualified in the aircraft will meet the 1-month lookback to maintain CMR until a 3-month lookback is established.

4.19.5. Lookback computations begin the calendar month following certification as BMC/CMR. The aircrew must maintain 1-month lookback until 3-month look-back is established.

4.19.6. Aircrew members who fail an aircraft qualification, mission, or instrument evaluation will be handled IAW AFI 11-202V2. Aircrew members will regress to N-CMR or N-BMC as applicable. These aircrew members will remain N-CMR/N-BMC until successfully completing required corrective action, a re-evaluation, and are re-certified by the SQ/CC.

**4.20. End of Cycle Training Requirements.** Additional training may be required, depending on the type and magnitude of the deficiency. Refer to paragraph 4.7. to see if some of the requirements can be prorated.

4.20.1. The aircrew member is able to continue CT at CMR/BMC as determined by lookback. The SQ/CC will determine if additional training is required.

4.20.2. Failure to meet total RAP sortie type requirements.

4.20.3. Regression to N-CMR/N-BMC if the aircrew member did not meet total sortie requirements for the qualification level. To regain CMR/BMC, the aircrew member will complete all deficient sortie types/events. These sorties and events may be counted against the total requirements for the new training cycle.

4.20.4. Failure to accomplish sorties required for Special Capabilities/Qualifications will result in loss of that qualification. The SQ/CC will determine requalification requirements.

**4.21. Regaining CMR/BMC Status:**

4.21.1. If CMR/BMC status is lost due to failure to meet the end of cycle event requirements, requalification is IAW paragraph 4.20.

4.21.2. If CMR/BMC status is lost by failure to meet lookback IAW paragraph 4.19. and currency is maintained, the following applies (time starts from date the aircrew member came off CMR/BMC status):

4.21.2.1. Up to 90 days. The crewmember must meet one-half of one month's CMR/BMC sortie rate plus satisfy the 1-month lookback requirement. In addition, all RAP event currencies must be regained. The SQ/CC will approve any other additional training prior to re-certification to CMR/BMC.

4.21.2.2. 91-180 days. Same as above, plus qualification and written examinations.

4.21.2.3. 181 days and beyond. Re-accomplish MQT portion of QT.

**4.22. Example of the Lookback, Regression, Proration, and Requalification Process.** Capt Smith is an experienced CMR pilot in ACC with a 1 and 3-month lookback requirement of 2 and 6 RAP sorties respectively. On Feb 3, he flew a mission before departing for two months to a non-flying TDY tour. He is back for flight duty on 6 Apr. What is his status throughout his TDY and upon his return?

4.22.1. The SQ/CC wanted to list Capt Smith as a countable CMR pilot for reporting purposes throughout the TDY. Therefore, on 1 Mar, his Flt/CC performed the mandatory 1-month lookback (Feb) on Capt Smith. He flew only 1 RAP sortie, failing the 1-month lookback. The Flt/CC then performed a 3-month lookback (Dec, Jan, Feb). This showed that he flew only 5 sorties for this period.

Had he flown one more sortie, his SQ/CC could continue Capt Smith at CMR. However, with 5 sorties, Capt Smith did not meet the 3-month lookback for a CMR pilot. The SQ/CC could regress Capt Smith to N-CMR, but instead elected to put him on probation, still carrying him as CMR.

4.22.2. On 1 Apr, Capt Smith's 1-month lookback (Mar) was 0 sorties. The SQ/CC must now regress Capt Smith to N-CMR. In May, the SQ/CC will have to place him in a 1 sortie minimum (one half of the 2 sortie/ 1-month lookback requirement for CMR) recertification program. Upon completing this program, Capt Smith will need to then fly two more RAP sorties in May to re-establish his 1-month lookback by 1 Jun. Failing to do so would force him to be reported N-CMR one more month until the next lookback process on 1 July.

4.22.3. If he had returned on 22 Mar, and had landed the jet 48 days ago, he could fly a non-RAP sortie to regain landing currency. For CMR purposes, Capt Smith would need to fly 2 RAP sorties to recapture his 1-month lookback and get off probation. Although Capt Smith was still CMR in Mar, the SQ/CC flew him with an IP on his first few sorties in order to regain his T/O and landing currencies.

4.22.4. The SQ/CC could regress Capt Smith to N-CMR, but instead elected to put him on probation, still carrying him as CMR.

4.22.5. At the end of the training cycle, 30 Jun, the SQ/CC prorated two months off of Capt Smith's total requirements. In spite of this proration, Capt Smith was deficient in one RAP sortie. The SQ/CC regressed Capt Smith to N-CMR. After accomplishing the sortie type one time, the SQ/CC re-certified Capt Smith to CMR. This sortie counts for the new training cycle.

**Table 4.26. Flight Crew Recurrency/Requalification Requirements.**

<b>Length of Time Since Currency Was Lost:</b>	<b>Consequence:</b>	<b>Currency/Requalification Requirements</b>
Up to 2 months	Non-CMR (N-CMR): Night Air Refueling (IP/P) Autopilot off Air Refueling (IP/P) Night Landing (IP/P/CP) Air Refueling (IP/P) Touch and Go (IP) Air Refueling Rendezvous (N) I/E - (N-CMR/N-BMC): All Other Currency Items	1. Fly at least one mission with an instructor and complete required currency events. 2. Review emergency procedures with an instructor of like crew position. 3. See paragraph <a href="#">4.18</a> .

Length of Time Since Currency Was Lost:	Consequence:	Currency/Requalification Requirements
Over 2 months- up to 6 months	Unqualified (UQ)	<p>1. Fly at least one mission with an instructor and complete required currency events.</p> <p>2. Review emergency procedures with an instructor of like crew position.</p> <p>3. Complete a normal and emergency procedure ATD scenario with an instructor. (Except NAV/DSOs)</p> <p>4. Complete stan/eval written exams and AFI 11-202V2 ATD/flight evaluation at the discretion of the unit Squadron Commander.</p> <p>5. See paragraph <a href="#">4.18</a>.</p>
Over 6 months - up to 5 years	Unqualified (UQ)	<p>1. Pilots, NAV/DSOs and Flight Engineers fly a minimum of five sorties with an instructor. Copilots fly a minimum of three sorties with an instructor. Training may be accomplished in an operational squadron or in the 93 TRS. E-8 QT syllabus standards must be achieved.</p> <p>2. Pilots, Copilots and Flight Engineers complete a minimum of four normal and emergency procedures ATD scenarios with an instructor. NAV/DSOs complete a minimum of two ATD mission profiles with an instructor. E-8 QT syllabus standards must be achieved.</p> <p>3. Complete stan/eval written exams and AFI 11-202V2 ATD/flight evaluation.</p> <p>See paragraph <a href="#">4.18</a>.</p>
Over 5 years	UQ	E-8 QT completion.



**Table 4.27. Mission Crew Recurrency/Requalification Requirements.**

<b>Length of Time Since Currency Was Lost:</b>	<b>Consequence:</b>	<b>Currency/Requalification Requirements</b>
Up to 2 months	(N-CMR/N-BMC) Operator duties - Note 1 Technician duties - Note 1 Computer ops(AMSS) - Note 1 Radar ops(AMSS) - Note 1	1. Fly at least one mission with an instructor and complete required currency events. 2. Review emergency procedures with an instructor of like crew position. 3. See paragraph <a href="#">4.18</a> .
Over 2 months - up to 6 months	Unqualified (UQ)	1. Review emergency procedures with an instructor of like crew position. 2. Fly at least one mission with an instructor and complete required currency events. 3. Complete stan/eval written exams and AFI 11-202V2 ATD/flight evaluation at the discretion of the unit squadron commander. 4. See paragraph <a href="#">4.18</a> .
Over 6 months up to 5 years	Unqualified (UQ)	1. Complete E-8 QT knowledge assessment pre-test and an ATD proficiency determination scenario 2. Complete any academic and ATD proficiency training required. E-8 QT standards must be achieved. 3. Review emergency procedures with an instructor of like crew position. 4. Fly a minimum of two missions with an instructor. Training may be accomplished in an operational squadron or in the 93 TRS. E-8 QT syllabus standards must be achieved. 5. Complete Stan/Eval written exams and AFI 11-202V2 ATD/Flight evaluation. 6. See paragraph <a href="#">4.18</a> .
Over 5-years	UQ	E-8 QT completion.
<b>Note:</b> <b>1.</b> If currency is lost in one event, the individual may not perform that event.		

## Chapter 5

### UPGRADE/SPECIALIZED TRAINING

**5.1. General.** This chapter establishes the minimum eligibility criteria and the training requirements for UGT. This chapter also provides guidelines for Ancillary Training and Chemical Warfare Defense Training.

**5.2. Requirements.** UGT requirements provide aircrew members with the academic, ATD, and/or flying training needed to attain a higher level of E-8 aircrew qualification. Ancillary training requirements provide aircrew members with training on common mission related topics IAW USAF and MAJCOM directives.

**5.3. Extensions.** Failure to complete training within 120 days of the first flight requires notification to HQ ACC/DOYA with aircrew member's name, rank, reason for the delay, planned actions, and estimated completion date.

**5.4. Waiver Coordination.** 93 OG/CC has waiver authority of prerequisites for upgrade/specialized training.

**5.5. Instructor Upgrade.** Instructor aircrew UGT prepares aircrew members for qualification as an instructor in their present crew position.

**5.5.1. Prerequisites.** In addition to the requirements listed below, all aircrew members are experienced IAW [Chapter 1](#) and enlisted aircrew members hold a 5-skill level, or equivalent for Army personnel, in their current crew position prior to consideration for instructor upgrade.

**5.5.1.1. Previous qualified E-8 Instructors.** Aircrew members who has maintained an instructor qualification in the E-8 in a like position (i.e. SD was an ISMO or SDT was an IAOT), require 100 hours E-8 instructor time and 100 primary hours in current position since obtaining qualification will accomplish instructor upgrade training IAW [Chapter 2](#) of this instruction.

#### **5.5.1.2. Instructor Pilot Upgrade**

**5.5.1.2.1. Prerequisites:** Flying time prerequisites required for upgrade are based on an instructor candidate (IC) having gained knowledge and judgment required to effectively accomplish unit missions. Additionally, IC's will be selected based on their ability to instruct, flying skills, and technical knowledge. Unit commanders must ensure continuation training programs emphasize these areas. Finally, IC's must be "experienced" aircraft commanders as defined in [Chapter 1](#) as a minimum prerequisite.

**5.5.1.2.2. Upgrade Training:** Instructor pilot upgrade training is divided into two categories:

5.5.1.2.2.1. Category I is a maximum 45-day training period covering IP responsibilities and right-seat sorties flown with an IP. The individual may continue to perform aircraft commander duties on a crew. Category I training will consist of ground and flight training events completed prior to commencing Category II (Formal) training. Proficiency is not required for Category I training. All ground training currency events will cover the period

up to Category II training completion. Category I training requires a minimum of four right-seat familiarization sorties within 45 days of commencing Category II training and will consist of the events listed in [Table 5.1](#). One sortie will include a full mission profile. The other three sorties will be dedicated p-sorties with air refueling. Additionally, the IC will be required to complete an IP upgrade workbook prior to commencing Category II training. Completed workbooks will be reviewed by an IP prior to releasing the IC to Category II Training.

5.5.1.2.2.2. Category II training will consist of academic, ATD, and flying training which will be conducted IAW the ACC approved syllabus.

**Table 5.1. IP Upgrade Category I Training Events.**

Training Event	Number Accomplished
Mission Planning/Briefing	4
Checklist Procedures and Use	4
Crew Coordination/Pacing	4
Takeoff	4
Touch & Go Landing	6
Landing (to include one full-stop)	6
Flap 25-50 Landing	2
Flap 25 / 14 Landing	2
Landing Attitude Demo	2
Instrument Approach	5
Precision Approach	2
Non-Precision Approach	3
Circling Approach	1
3-Engine Approach/Landing	2
3-Engine Missed Approach	2
SEFTOC	2
VFR Pattern/Landing	6
Air Refueling	3
On-Station/Orbit Procedures	1
Overall Instructional Briefing	4

**5.5.2. Academic Training.** All academic training for instructor upgrade is accomplished IAW MAJCOM approved syllabi.

**5.5.3. ATD Training.** All ATD events for instructor upgrade are accomplished IAW MAJCOM approved syllabi.

**5.5.4. Flying Training.** All flying training for instructor upgrade is accomplished IAW MAJCOM approved syllabi.

## 5.6. Pilot Upgrade (Aircraft Commander)

**5.6.1. Prerequisites:** Flying time prerequisites required for upgrade are based on a copilot having gained knowledge and judgment required to effectively accomplish unit missions. Unit commanders must ensure continuation training programs emphasize these areas. Copilots will have at least 1600 hours total rated flying (excluding “other” time) and 300 hours E-8 time; or 1200 hours total rated flying time and 600 hours E-8 time. First assignment copilots require 750 hours E-8 time (excluding “other” time). Additionally, the following guidance applies:

5.6.1.1. Select upgrade candidates based on upgrade potential, retainability, and mission requirements.

5.6.1.2. Complete applicable ground and flying training requirements of this instruction.

**5.6.2. Upgrade Training:** Aircraft Commander (AC) training is divided into two categories:

5.6.2.1. Category I is a maximum 45-day training period covering AC responsibilities and left-seat sorties flown with an IP. The individual may continue to perform copilot duties on a crew. Category I training will consist of ground and flight training events completed prior to commencing Category II (Formal) training. Proficiency is not required for Category I training. All ground training currency events will cover the period up to Category II training completion. Category I training requires a minimum of three left-seat familiarization sorties within 45 days of commencing Category II training and will consist of the events listed in [Table 5.2](#). One sortie will include a full mission profile. The other two sorties will be dedicated p-sorties with at least one air refueling event scheduled. Additionally, the AC upgrade candidate will be required to complete an AC upgrade workbook prior to commencing Category II training. Completed workbooks will be reviewed by an IP prior to releasing the AC candidate to Category II Training.

5.6.2.2. Category II training will consist of academic, ATD, and flying training which will be conducted IAW the ACC approved syllabus, E-8 Pilot Upgrade Training Course, dated Oct. 1998.

**Table 5.2. AC Upgrade Category I Training Events.**

Training Event	Number Accomplished
Mission Planning/Briefing	3
Checklist Procedures and Use	3
Crew Coordination	3
Takeoff	3
Landing (to include one full-stop)	6
Instrument Approach	5
Precision Approach	2
Non-Precision Approach	3
Circling Approach	1
3-Engine Approach/Landing	2
3-Engine Missed Approach	2
SEFTOC	2

Training Event	Number Accomplished
VFR Pattern/Landing	4
Air Refueling	1
On-Station/Orbit Procedures	1

**5.7. Positional Upgrades.** Some aircrew positions have upgrades to higher qualification levels that are described below.

**5.7.1. Prerequisites.** The following are prerequisites for position upgrade.

5.7.2. MCC candidates must be an O-4/O-4 (Select). In addition, they must either be a qualified E-8 SD with 300 E-8 hours or be previously qualified as a SD (or equivalent) in another command and control system (GTACS, AWACS, ABCCC, SAOC or other airborne battle management system). Weapon system equivalence is determined by the 93 OG/CC. These requirements can be waived IAW paragraph 5.4.

5.7.3. SD candidates must be previously qualified SMOs with 300 flying hours in the E-8 and 6 months CMR time 5.7.4. SMO candidates must be previously qualified AWOs with 300 flying hours in the E-8 and 6 months CMR time.

5.7.4. SDT candidates must be previously qualified AOTs with 300 flying hours in the E-8 and 6 months CMR time and hold a 7-skill level.

**5.7.5. Academic Training.** Academic training for all positional upgrades are accomplished IAW the appropriate CTDs.

**5.7.6. ATD Training.** ATD training for all positional upgrades are accomplished IAW the appropriate CTDs.

**5.7.7. Flying Training.** Flying training for all positional upgrades are accomplished IAW the appropriate CTDs.

**5.8. Upgrade Limitations.** Personnel who upgrade to a new position will not normally maintain qualification in a previous position unless so designated in writing by the OG/CC. SD and SMO positional upgrades are not considered multiple qualifications and will maintain currency in previous position (SMO and AWO).

5.8.1. An individual will never maintain more than two positional qualifications.

5.8.2. An individual who maintains more than one qualification must be fully qualified to include currency requirements, RAP requirements for all positions, and flight evaluation currency for the highest position attained. If currency or RAP requirements are not maintained an individual is non-current or N-CMR/N-BMC and will not fly in that position without an instructor.

5.8.3. When a crewmember upgrades from AWO to SMO or from SMO to SD, he becomes “inexperienced” in the new position and must accomplish all inexperienced RAP requirements for that position until he meets the requirements in Chapter 1 of this instruction to upgrade to “experienced”. Personnel holding an instructor rating in previous position will maintain instructor qualification in that position. Due to AFORMS limitations, I/E Sortie currency will be tracked manually by squadron DO.

**5.9. Chemical Warfare Defense Training.** IAW AFI 32-4001 and MAJCOM guidance, this training integrates aircrew training with other functional areas (maintenance, intelligence, security, etc.) required to conduct combat operations in a chemical warfare (CW) environment. This training is applicable to all BMC/CMR aircrew members assigned or deployable to chemical/biological threat areas.

**5.9.1. Ground Chemical Defense Training.** (GA50) All aircrew members complete initial and annual refresher training IAW AFI guidance. Base disaster preparedness personnel teach these courses.

**5.9.2. Aircrew Chemical Defense Training.** (LS04) All aircrew members complete initial and annual refresher training IAW AFI guidance and MAJCOM guidance.

**5.9.3. Aircrew Task Training.** Training requirements in paragraph 5.9.4. apply only to ACs, FPs, Copilots and FEs. Training requirements in paragraph 5.10.5 and 5.9.6. apply to all aircrew members. See [Attachment 3](#) for flight restrictions for chemical warfare defense training.

**5.9.4. Initial CW Flight ATD Training (CW50).** ACs, FPs, Copilots, and FEs assigned to E-8 units have a one-time requirement to practice CW procedures in the flight simulator prior to their initial CW flight training. This requirement is not transferable from one crew position to another, i.e., PUPs are required to accomplish initial flight ATD training from the left seat. This training is designed to introduce use of the CW protective ensemble and to safely familiarize the flight crewmember with combat capabilities and limitations in CW gear. CW equipment worn during this training includes mask, hood, filter pack and gloves. Training consists of critical phases of flight, emergency procedures, aircrew duty performance, and rapid removal and redonning of CW mask. This training should be accomplished as close as possible to the day prior to the initial flight.

**5.9.5. Initial CW Flight Training (CW60).** The purpose of initial CW flight training is to make aircrew members aware of limitations while operating in CW equipment. CW equipment worn during initial CW flight includes mask, hood, filter pack and gloves. Aircrew members may remove CW equipment after wearing it for a minimum of 30 minutes in-flight at their duty position, or when circumstances permit a realistic doffing procedure. Initial CW certification is transferable from one E-8 unit to another E-8 unit.

**5.9.6. Continuation CW Flight Training (CW70).** Continuation CW flight training allows aircrew members to annually review performance limitations while operating in CW equipment. Each aircrew member performs in-flight duties once each annual training period while wearing CW equipment. Aircrew members will wear the mask, hood, filter pack, and gloves for a minimum of 30 minutes. This training must be accomplished in-flight.

## Chapter 6

### MAJCOM SPECIFIC GUIDANCE

**6.1. Unit Supplementation.** Field units supplement the basic volume or MAJCOM specific guidance using the chapter supplementation method. Field units must forward their [Chapter 7](#) to MAJCOM/XO for approval prior to publishing.

**6.2. Annual Certification.** ACC E-8 aircrew members will certify annually in their primary DOC tasking (as established). This training includes:

6.2.1. Academics provided in both the Area Familiarization Training Program (AFTP) and the Unit Commanders Readiness Brief (UCRB). Accomplishment of a test based in AFTP will be logged.

**NOTE:** Squadrons are encouraged to develop other means to enhance aircrew members' combat readiness in the squadron's DOC.

6.2.2. Mission planning for the theater, to include a thorough review of the most current ATO/SPINS/ROE.

6.2.3. One theater mission simulator session.

6.2.4. Theater certification test for the theater, based on AFTP academics

6.2.5. A certification brief given, as part of a crew, to a squadron board consisting of the CC/CD, DO, DOW, DOT, and other personnel as approved by the squadron commander.

6.2.6. Aircrew Intelligence and TK/CM training. The focus and extent of intelligence training will be determined by 93 OG/OG, as appropriate. The program will be designed around projected real world tasking and the latest threat information. Intelligence and tactics functions will jointly develop training objectives.

## Chapter 7

### LOCAL SPECIFIC GUIDANCE--93 ACW

**7.1. Purpose.** The 93 ACW uses this chapter to supplement this volume as follows:

7.1.1. The 93 TRS/CC will provide informational copies of training extension waivers to 93 OSS/CC.

7.1.2. The 93 TRS schedules E-8 QT students for the following training as required without interrupting other syllabus training:

7.1.2.1. Initial Local Survival Training (LS01).

7.1.2.2. Low Threat Combat Survival Training (LS11).

7.1.2.3. Initial Chemical/Biological Warfare Defense Training (GA50). Required for individuals who have never received Chemical/Biological Warfare Defense Training.

7.1.2.4. Refresher Chemical/Biological Warfare Defense Training (GA50).

7.1.2.5. Aircrew Chemical Warfare Defense Training (LS04).

7.1.2.6. Egress Training (LS08).

7.1.2.7. Aircrew Life Support Equipment Familiarization Training (LS06).

7.1.2.8. Wet Ditch Training (LS03).

7.1.2.9. 9 mm Weapon Training (GA01)

7.1.2.10. Self-Aid and Buddy Care (GA04).

7.1.2.11. Law of Armed Conflict (GA10).

7.1.2.12. Crew Resource Management Training (GA23)

7.1.3. The 93 OG squadrons send their waiver requests to 93 OSS/CC who compiles all squadron waiver requests into a single package for 93 ACW/CC or HQ ACC/DOYA approval.

**7.2. Waiver Requests.** 93 OG squadrons will send their waiver request via the 93 OSS/CC to the 93 OG/CC who compiles all squadron waiver requests into a single package for 93 ACW/CC or HQ ACC/DOYA approval depending on proper waiver authority. SQ/CC's will use the sample waiver request letter format provided at the end of this chapter.

**7.3. Flight Crew ATD.** The flight crew ATD contractor training program is designed and administered on a semi-annual cycle IAW the FCT contract. Pilots and FEs will complete 50 percent of their annual ATD requirements each half. Squadron commanders will determine the status of personnel not completing 50 percent of their requirements at the end of the half. All ATD requirements will be completed at the end of the annual period.

**7.4. Squadron DOT.** The squadron DOT is responsible for administering the CAT to its aircrew by the end of the quarter. OSS/OST will develop a quarterly training syllabus based on squadron DOT inputs, OGV trends, wing safety trend items, and operations related trends from LG/QAC and CSS/SCOO. The above listed trend source OPRs will submit previous quarter's trends to OST within five working days after the end of the quarter. OST will distribute the final CAT syllabus for the current quarter to squadron



DOTs within fifteen days of the close of the quarter. The intent is to ensure the previous quarter's trends are directly linked to the current quarter's syllabus of CAT.

7.4.1. The structure of the CAT will be approximately one half-integral crew instruction and one half-positional instruction. The norm for CAT accomplishment is that of a scheduled event taught by at least one instructor to at least one integral crew.

ROBERT H. FOGLESONG, Lt General, USAF  
DCS, Air and Space Operations

**Attachment 1****GLOSSARY OF REFERENCES, ABBREVIATIONS, ACRONYMS, AND TERMS*****References***

AFI 11-202V1, *Aircrew Training*

AFI 11-202V2, *Aircrew Standardization/Evaluation Program*

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-202V1, *Aircrew Training*

AFI 11-202V2, *Aircrew Standardization/Evaluation Program*

AFI 11-202V3 (AFI 11-206), *General Flight Rules*

AFMAN 11-210, *Instrument Refresher Course (IRC) Program*

AFI 11-214, *Aircrew and Weapons Director Procedures for Air Operations*

AFI 11-290, *Cockpit/Crew Resource Management Training Program*

AFI 11-301, *Aircrew Life Support Program*

AFMAN 11-217V1 (AFM 51-37), *Instrument Flight Procedures*

AFPD 11-4, *Aviation Service*

AFI 11-401, *Flight Management*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 14-105 ACC Sup 1 (formerly ACCR 200-1), *Unit Intelligence Mission and Responsibilities*

AFI 32-4001, *Disaster Preparedness Planning and Operations*

AFI 36-2201, *Developing, Managing, and Conducting Training*

AFI 36-2209, *Survival and Code of Conduct Training*

AFPAM 36-2211 (AFP 50-11), *Guide for Management of Air Force Training Systems*

AFCAT 36-2223, *USAF Formal Schools*

AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*

AFI 36-2238, *Self-Aid and Buddy Care Training*

AFMAN 37-139, Table 36-44, *Records Disposition Schedule*

AFI 51-401 (formerly AFR 110-32), *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*

AFI 71-101V2 (formerly AFR 124-16), *Criminal Investigations, Counterintelligence, and Protective Service Matters*

AFM 171-190V2G, *Air Force Operations Resource Management System (AFORMS): A002/AQ, Training Requirements, Users Manual*

AFI 91-202, *The US Air Force Mishap Prevention Program*

AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Prevention and Health (AFOSH) Program*

***Abbreviations and Acronyms***

**AAR**—Air/Air Refueling

**ABM**—Air Battle Managers

**AC**—Aircraft Commander

**ACC**—Air Combat Command

**AF**—Air Force

**AFI**—Air Force Instruction

**AFORMS**—Air Force Operations Resource Management System

**AFSC**—Air Force Specialty Code

**AIO**—Airborne Intelligence Officer

**AIT**—Airborne Intelligence Technician/Aircrew Intelligence Training

**AMC**—Air Mobility Command

**AMSS**—Airborne Mission Systems Specialist

**ART**—Airborne Radar Technician

**AOT**—Airborne Operations Technician

**API** —Aircrew Position Indicator

**A/R**—As Required

**ASD**—Average Sortie Duration

**ATD**—Aircrew Training Device

**ATS**—Air Crew Training System

**ATSS**—Airborne Target Surveillance Supervisors

**AWO**—Airborne Weapons Officer

**BMC**—Basic Mission Capable

**BAQ**—Basic Aircraft Qualification

**CAF**—Combat Air Forces

**CAS**—Close Air Support

**CBT**—Computer Based Training

**CC**—Commander

**CF**—Checkered Flag

**CFT**—Cockpit Familiarization Trainer/Composite Force Training

**CGS**—Common Ground Station

**CM**—Countermeasures

**CMR**—Combat Mission Ready

**COMMJAM**—Communications Jamming

**COMSEC**—Communications Security

**CP**—Copilot

**CPT**—Cockpit Procedures Trainer

**CRM**—Crew Resource Management

**CRO**—Criterion Referenced Objectives

**CSAR**—Combat Search and Rescue

**CSD**—Course Summary Document

**CSO**—Communications Systems Operators

**CST**—Communications System Technicians

**CT**—Continuation Training

**CTD**—Course Training Document

**CV**—Vice Commander

**CW**—Chemical Warfare

**DMCC**—Deputy Mission Crew Commander

**DNIF**—Duties Not Including Flying

**DOC**—Designed Operational Capability

**DSO**—Defensive System Officer

**E-8 QT**—E-8 Qualification Training

**EA**—Electronic Attack

**EC**—Electronic Combat

**EP**—Electronic Protection

**EI**—Essential Elements of Information

**EP**—Emergency Procedure/Electronic Protection

**EPE**—Emergency Procedures Evaluation

**EW**—Electronic Warfare

**FAM**—Familiarization

**FE**—Flight Engineer

**FEB**—Flying Evaluation Board

**FEF**—Flight Evaluation Folder

**FP**—First Pilot

**FS**—Flight Surgeon

**HQ**—Headquarters

**HOSM**—Host Operations Systems Management

**IAIT**—Instructor AIT

**IAIO**—Instructor AIO

**IAMSS**—Instructor AMSS

**IATSS**—Instructor ATSS

**IAW**—in accordance with

**ICWT**—Initial Chemical Warfare Training

**IDMCC**—Instructor DMCC

**IF**—Instructor FE

**IFE**—In-Flight Emergency

**IFR**—Instrument Flight Rules

**ILS**—Instrument Landing System

**IMC**—Instrument Meteorological Conditions

**IMCC**—Instructor MCC

**INAV/DSO**—Instructor NAV/DSO

**INFLTREP**—In-flight Report

**INS**—Inertial Navigation System

**INTREP**—Intelligence Report

**IOC**—Initial Operational Capability

**IP**—Instructor Pilot/Initial Point

**IQT**—Initial Qualification Training

**IRC**—Instrument Refresher Course

**ISD**—Instructor Senior Director/Instructional Systems Development

**ISDT**—Instructor SDT

**ISMO**—Instructor SMO

**IAWO**—Instructor AWO

**JTF**—Joint Test Force

**JTIDS**—Joint Tactical Information Distribution System

**MAJCOM**—Major Command

**MCC**—Mission Crew Commander

**MCM**—Multi-command Manual

**MCR**—Multi-command Regulation

**MDS**—Mission Design Series

**MIJI**—Meaconing, Intrusion, Jamming and Interference

**MISREP**—Mission Report-

**MOST**—Mission Oriented Simulator Training

**MQF**—Master Question File

**MQT**—Mission Qualification Training

**N/A**—Not Applicable

**N-BMC**—Non-Basic Mission Capable

**N-CMR**—Non-Combat Mission Ready

**NAAR**—Night Air Refueling

**NAF**—Numbered Air Force

**NAV/DSO**—Navigator/Defense System Officer

**NC**—Non-Current

**NLT**—not later than

**OG**—Operations Group

**OPORD**—Operations Order

**OPR**—Office of Primary Responsibility

**OPS**—Operations

**OPSEC**—Operations Security

**OTD**—Operations Training Development

**OT&E**—Operational Test and Evaluation

**ORI**—Operational Readiness Inspection

**P**—Pilot/Proficiency

**PAA**—Primary Aircraft Authorized

**PAR**—Precision Approach Radar

**PCA**—Permanent Change of Assignment

**PFT**—Programmed Flying Training

**PME**—Primary Mission Equipment/Professional Military Education

**POC**—Point of Contact

**PQI**—Professional Qualification Index (AFI 11-401)

**PUP**—Pilot Upgrade Program

**QTR**—Quarter

**QUAL**—Qualification

**RAP**—Ready Aircrew Program

**ROE**—Rules of Engagement

**RPI**—Rated Position Identifier

**RT**—Radio Terminology

**SA**—Strategic Attack, Situational Awareness

**SCDL**—Surveillance Control Data Link

**SD**—Senior Director

**SDT**—Senior Director Technician

**SEFE**—Stan/Eval Flight Examiner

**SELO**—Stan/Eval Liaison Officer

**SEPT**—Situational Emergency Procedure Training

**SERE**—Survival, Evasion, Resistance, and Escape

**SMO**—Sensor Management Officer

**SOF**—Supervisor of Flying

**SORTS**—Status of Resources and Training System

**SQ/CC**—Squadron Commander

**SQ/DO**—Squadron Operations Officer

**TF-Coded**—Designated Training Aircraft

**TG**—Training Guide

**TKCM**—Threat Knowledge and Counter Measures

**TO**—Technical Order

**TOD**—Time of the Day

**TR**—Training Rules (Formerly Peacetime ROE)

**TX**—Transition

**UGT**—Upgrade Training

**UMD**—Unit Manning Document

**UQ**—Unqualified

**USAF**—United States Air Force

**USAFE**—United States Air Forces in Europe

**USAFR**—United States Air Force Reserve

**UTA**—Unit Training Assembly

**UTE**—Utilization Rate

**VFR**—Visual Flight Rules

**VMC**—Visual Meteorological Conditions

**WG**—Wing

**WOD**—Word of the Day

**WX**—Weather

### *Terms*

**Academic Training**—A course of instruction that includes but is not limited to classroom instruction related to aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal procedures, and emergency procedures. Academic courses are designed to prepare students for simulator/flight training and normally completed before beginning that training.

**Aircrew Training Device (ATD)**—Hands-on training aids that include cockpit procedure trainers (CPT), part task trainers (PTT), weapons systems trainers (WST), or simulators.

**Aircrew Training System (ATS)**—An integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors conduct most academic and ATD training. Air Force conducts all flight training.

**Basic Mission Capable (BMC)**—BMC positions are filled by aircrew who have a primary job performing wing supervision or staff functions that directly support the flying operation. However, the aircrew is required to provide additional sortie generation capability, either in lieu of or in addition to, the personnel assigned to the flying squadrons. BMC aircrew will maintain familiarization with all unit core missions. They may also maintain proficiency and qualification in some of the unit core missions. For those missions in which they maintain familiarization only, BMC aircrew must be able to attain proficiency and qualification in 30 days or less. BMC aircrew will accomplish all mission-related ground training IAW this instruction. BMC aircrew may deploy and may participate in any mission for which they are proficient and qualified, without additional training, as determined by the SQ/CC. Failure to complete BMC required training results in regression to Non-BMC (N-BMC) status. While N-BMC, aircrew may not perform combat training without supervision until re-certified.

**Cockpit Familiarization Trainer (CFT)**—A training device in which the controls, switches, and instruments do not have to respond to trainee inputs. Used for checklist use, normal procedures, and emergency procedures.

**Cockpit Procedures Trainer (CPT)**—A training device in which instruments and displays are activated to respond to trainee inputs. Used for safety of flight, instrument, normal, and emergency procedures.

**Combat Mission Ready (CMR)**—All API-1/2 positions, line flying officer and enlisted aircrew



members, flying SQ/CC and SQ/DO positions are designated CMR positions. OG/CCs may designate other API-6 positions not assigned to the flying squadron as CMR. (Exception: If a unit is over-manned, the SQ/CC may elect to train the front line of their Unit Manning Document (UMD) to CMR and designate the overage BMC. In this case, approximately 50% of the aircrew selected for CMR must be inexperienced.) CMR aircrew will maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR aircrew maintain currencies which affect CMR status, accomplish all core designated flight training (sorties and events), and all mission ground training. Failure to complete this training or maintain these currencies results in regression to Non-CMR (N-CMR) status. While N-CMR, aircrew may perform missions that they are current in and either familiar or proficient and qualified in, similar to BMC aircrew.

**Continuation Training (CT)**—Training designed to maintain proficiency and improve aircrew capabilities to perform unit missions and aircrew proficiency sorties. These sorties are not flown in formal syllabus missions, tests, or evaluations.

**Crew Resource Management (CRM)**—Training concept that emphasizes team effectiveness by enhancing individual and aircrew performance in: Situational Awareness, Crew Coordination, Communication, Risk Management, Task Manage and Mission Planning/Debrief.

**Course Training Document (CTD)**—Documented guidance for a particular training course that includes a synopsis of training, resource requirements, and equipment allocations.

**Direct Supervision**—An aircrew member is considered under direct supervision when flying with an instructor in the same crew position. For pilots the IP must occupy one of the pilot seats and for other crew positions the Instructor must be readily available to assume the primary duties if required.

**E-8 Qualification Training**—The combination of normal IQT and MQT into an integrated syllabus. E-8 QT specifically focuses on the employment level at which Joint STARS operates. Because of the unique, worldwide mission employment characteristics of the E-8, the normal progression for training in the E-8 includes portions of initial qualification as well as a simultaneous mission qualification training. Thus, subdividing the training phases into distinct IQT and MQT phases does not make sense. E-8 Qualification Training (E-8 QT) inclusive of IQT and MQT requirements includes a balanced mixture of flight, simulator, and academic training to prepare the aircrew and mission crew for E-8 qualification.

**Event**—The accomplishment of a specific training element, function, or task.

**Formal School Courseware**—Training materials and programs developed for training aircrew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, slide tape lessons, instructor guides, and applicable MC Form 1023 or MC Form 1024 related to the specific course.

**Inexperienced/Experienced (I/E) Aircrew**—A designation used to determine the level of training a crewmember receives within each RAP level.

**Initial Qualification Training (IQT)**—Training to qualify the aircrew in basic aircraft flying duties without specific regard to the unit's operational mission. This is the minimum requirement for Basic Aircraft Qualification status. Not used in E-8 training system.

**Mission Qualification Training (MQT)**—Training required to achieve a basic level of competence in unit's primary tasked missions. This training is a prerequisite for CMR or BMC status.

**Primary Aircraft Authorized (PAA)**—Aircraft authorized for performance of the operational mission.

The PAA forms the basis for allocation of operating resources to include manpower, support equipment, and flying-hour funds. The operating command determines the PAA required to execute the assigned missions. PAA also includes test and training requirements.

**Professional Qualification Index (PQI)**—AFI 11-401 index used to identify aircrew members who have been waived for failing to complete basic training minimums and requirements.

**Proficiency**—Demonstrated ability to successfully accomplish tasked event safely and effectively. For purposes of this instruction, proficiency also requires currency in the event, if applicable.

**Qualification (QUAL)**—Aircrew has demonstrated to an instructor the capability to accomplish the event.

**Ready Aircrew Program (RAP)**—The CT program designed to focus training on capabilities needed to accomplish a unit's basic tasked missions.

**Situational Emergency Procedures Training (SEPT)**—A discussion and review of abnormal/emergency procedures and aircraft systems operations/limitations based on realistic scenarios.

**Specialized Training**—Training for specialized tactics, weapons systems, or flight responsibilities.

**Attachment 2**

**SAMPLE WAIVER REQUEST MEMORANDUM FORMAT**

MEMORANDUM FOR Unit OG/CC

HQ ACC/DO

IN TURN

FROM: (Respective SQ/CC)

SUBJECT: Annual Training Waiver Request

1. The following aircrew member(s) failed to complete their respective RAP BMC or CMR flying training requirements for the period \_\_\_\_\_. Request waiver for the following deficiencies:

(For each person requiring waiver, list their full name, crew position, delinquent flying training requirements, reasons for not accomplishing training requirements and any corrective actions taken to ensure proficiency.)

2. The following aircrew member(s) failed to complete their respective RAP BMC or CMR ATD requirements for the period \_\_\_\_\_. Request waiver for the following deficiencies:

(For each person requiring waiver, list their full name, crew position, delinquent ATD training requirements, reasons for not accomplishing training requirements and any corrective actions taken to ensure proficiency.)

3. (SQ/CC's open forum for comments to improve the training and reporting system.)

(SQ/CC signature block)

**Attachment 3****FLIGHT RESTRICTIONS FOR CHEMICAL WARFARE DEFENSE****FLIGHT TRAINING**

1. Aircrew members fly only once on the days ACDE gear is worn in-flight.
2. When ambient air temperature exceeds 70 degrees F, the long underwear is not worn during CT flights.
3. Only one pilot at a time wears the ACDE gear during flight. The squadron commander ensures a qualified pilot who is not wearing ACDE gear has access to the flight controls during ACDE pilot training.

**NOTE:** Pilots will not wear ACDE gear during critical phases of flight.

4. When mission profiles exceed 2 hours, equipment can be removed in-flight. Equipment must still be worn for a minimum of 45 minutes.
5. During hot weather (70 degrees F or higher), ramp time should be limited to no more than 15 minutes.

**Attachment 4**

**TRAINING SHORTFALL REPORT**

MEMORANDUM FOR HQ ACC/DOY OR DOZ

SUBJECT: xx SQ Training Year Shortfalls

FROM:

1. TRAINING SHORTFALLS (Training events/sorties not accomplished or locally waived. Only report those shortfalls that the unit commander feels will have a major impact on training. Generally report only those events/sorties that affect 15% or greater crew force.)

EVENT/SORTIE-PERCENT OF CMR/BMC CREWS (BY CREW POSITION) AFFECTED

- SPECIFIC REASON FOR SHORTFALL

- CORRECTIVE ACTION (IF ANY)

- LIMFACS

2. COMMANDER'S COMMENTS (Open forum for comments to improve the training and reporting system.)

1<sup>ST</sup> Ind, OG/CC

TO: HQ ACC/DOY OR DOZ

CC: NAF/DO

HQ ACC/DOF

## Attachment 5

## PRORATION OF ANNUAL TRAINING EVENTS

**A5.1. Annual Training Event Proration.** Various crew positions incur different requirements for annual training events. These requirements define the minimum number the event must be performed to keep the crewmember current. [Table A5.1.](#) provides guidance for proration of these events when a portion of the annual training period was unavailable due to circumstances outlined in AFI 11-202V1.

Table A5.1. Proration of Annual Training Events.

	Number of Months Remaining After Proration											
	11	10	9	8	7	6	5	4	3	2	1	0
Annual Requirement	Prorated Requirement											
1	1	1	1	1	1	1	0	0	0	0	0	0
2	2	2	2	1	1	1	1	1	1	0	0	0
3	3	3	2	2	2	2	1	1	1	1	0	0
4	4	3	3	3	2	2	2	1	1	1	0	0
5	5	4	4	3	3	3	2	2	1	1	0	0
6	6	5	5	4	4	3	3	2	2	1	1	0
7	6	6	5	5	4	4	3	2	2	1	1	0
8	7	7	6	5	5	4	3	3	2	1	1	0
9	8	8	7	6	5	5	4	3	2	2	1	0
10	9	8	8	7	6	5	4	3	3	2	1	0
11	10	9	8	7	6	6	5	4	3	2	1	0
12	11	10	9	8	7	6	5	4	3	2	1	0
13	12	11	10	9	8	7	5	4	3	2	1	0
14	13	12	11	9	8	7	6	5	4	2	1	0
15	14	13	11	10	9	8	6	5	4	3	1	0
16	15	13	12	11	9	8	7	5	4	3	1	0
17	16	14	13	11	10	9	7	6	4	3	1	0
18	17	15	14	12	11	9	8	6	5	3	2	0
19	17	16	14	13	11	10	8	6	5	3	2	0
20	18	17	15	13	12	10	8	7	5	3	2	0
22	20	18	17	15	13	11	9	7	6	4	2	0
24	22	20	18	16	14	12	10	8	6	4	2	0
26	24	22	20	17	15	13	11	9	7	4	2	0
28	26	23	21	19	16	14	12	9	7	5	2	0

	Number of Months Remaining After Proration											
	11	10	9	8	7	6	5	4	3	2	1	0
Annual Requirement	Prorated Requirement											
30	28	25	23	20	18	15	13	10	8	5	3	0
32	29	27	24	21	19	16	13	11	8	5	3	0
34	31	28	26	23	20	17	14	11	9	6	3	0
36	33	30	27	24	21	18	15	12	9	6	3	0
38	35	32	29	25	22	19	16	13	10	6	3	0
40	37	33	30	27	23	20	17	13	10	7	3	0
42	39	35	32	28	25	21	18	14	11	7	4	0
44	40	37	33	29	26	22	18	15	11	7	4	0
46	42	38	35	31	27	23	19	15	12	8	4	0
48	44	40	36	32	28	24	20	16	12	8	4	0
50	46	42	38	33	29	25	21	17	13	8	4	0